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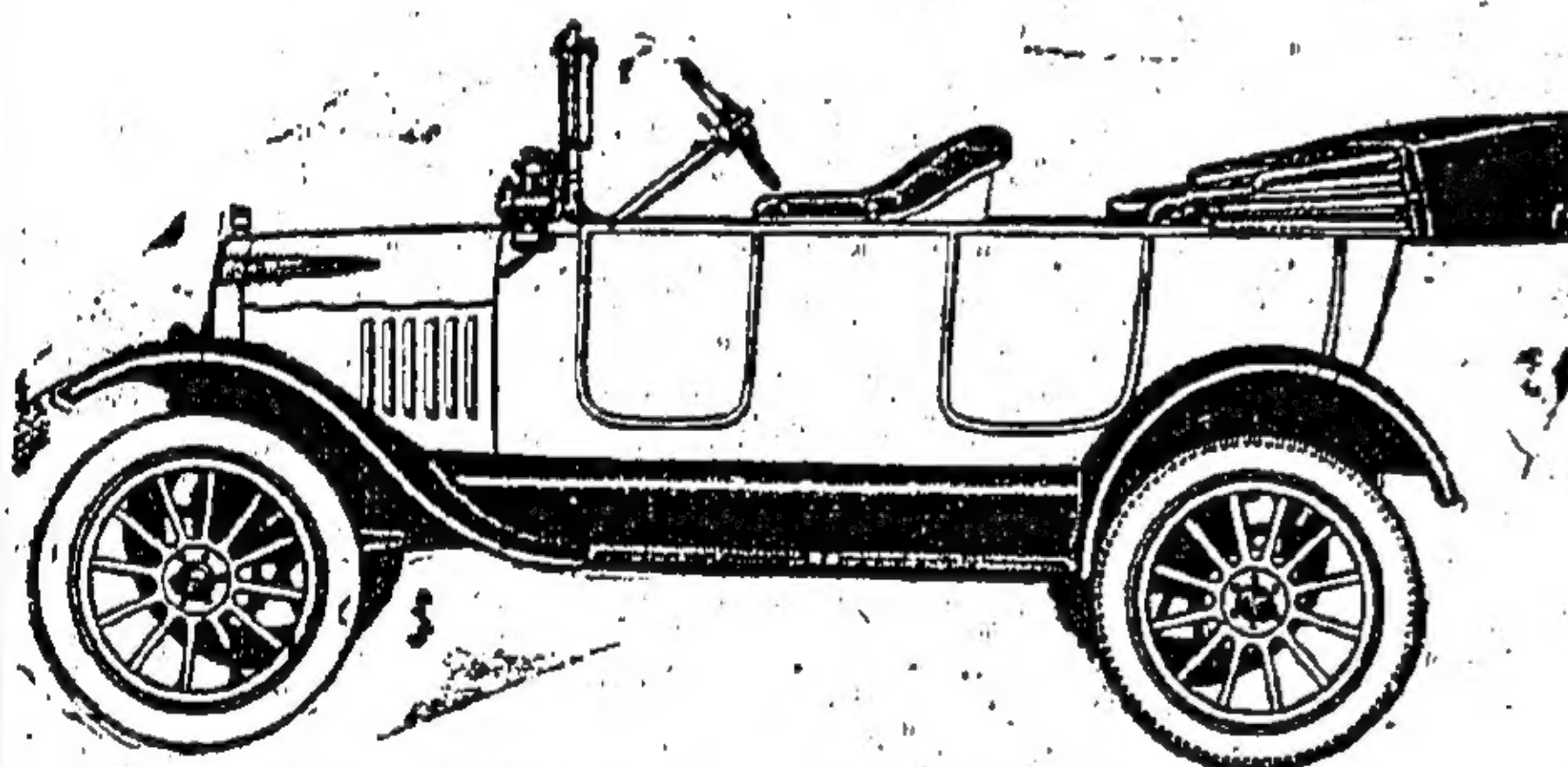
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SOCIALISM v. CAPITALISM.
DEBATE IN THE COMMONS.

The forces of Labour and Capital were arrayed against each other in debate on March 20th. Through the mouth of one of its most powerful speakers, Labour challenged the Capitalist system, and urged the House of Commons to declare that "legislative effort should be directed to the gradual supersession of the capitalist system by an industrial and social order based on the public ownership and democratic control of the instruments of production and distribution."

Mr. Snowden has mellowed much in the years which have elapsed since he first took up the vocation of crusader against the existing system. Socialism of his type is now regarded by the extremists of this party as impractical and academic. On this occasion the one-time "revolutionary" preached constitutional evolution.

"We propose no revolution (he said). We do not propose, and I would always resist, confiscation. It is the longest way to obtain an object, and it is certain to end in disaster. There is no analogy between Socialism and Bolshevism. As a matter of fact, Socialism and Bolshevism are antitheses. Bolshevism, in its political theories and in its practice of dictatorship and confiscation, is not Socialism, but Die-Hard Terrorism."

THE TEST.

Advancing the axiom that the test of any economic system was "Does it deliver the goods?" he asserted that not only had Capitalism failed to give the people "a good world in which to live," but it had failed adequately to utilize and organize natural resources and productive power. The system had failed adequately to manage industry; it had failed to evolve a real agricultural policy; it was condemned by the present housing conditions. Was it possible, he asked, without changing the basis of our economic system, to eliminate the admitted defects and evils of the existing order?

But, he pointed out, we were not living to-day under a capitalist system which was wholly free and unrestrained. All improvements which had passed the House had been brought about by the application of the principles of Socialism, which, they advocated, should be more fully extended. Capitalism, he scornfully observed, had had to admit that competition was not a good thing, and he pointed to the formation of trusts as proof of that realization. Just as various systems had, passed away, so the capitalist system would pass away; in fact, was passing away.

"Then why worry?" asked a Ministerialist. The Labour Party, he said, proposed to continue on the lines upon which this progress had been made, but they wished to move more rapidly. "We are no advocates of confiscation, of resort to force," he said, "and, speaking for myself, I want no further step forward to be taken until the previous step we took has been justified by its success."

The whole business of the House of Commons, Mr. Snowden declared, was occupied in dealing with the failures of private enterprise. He pointed to the Labour programme at the last election, and said that it was contained in the written constitution of the Party. "We stand upon that," he said, amid Labour cheers, "and we do not apologize for it."

SIR A. MOND'S REPLY.

Sir Alfred Mond was the champion of the anti-Socialist system, and moved a resolution which opposed the proposed alteration on the ground that the abolition of private interest in the means of production and distribution would impoverish the people and aggravate existing evils. It expressed the belief that far-reaching measures of social redress might be accomplished without overturning the present basis of society, and affirmed the necessity of the proposals which, by removing the evil effects of monopoly and waste, would conduce to the well-being of the people.

After a tribute to the eloquence of Mr. Snowden, Sir Alfred Mond fired off a string of effective questions. Under Socialism would there be no syphilitic children, no drunkards, and no offspring of drunkards? Under what system could he produce equality of ability, quality of efficiency, and equality of physical and mental standards and prospects, for the failure of which he attacked, not the capitalist, but the industrial system? Capitalism had been the system of the world ever since the world had existed. What was the use of trying to confuse the issue by confusing rich men with capitalists? There were millions of people in the country who were capitalists, but who were not rich at all. The co-operative movement was capitalistic, and if they wished to socialize capital they must take the house of every working man who owned it. If they meant that Socialism was robbing the rich, let them say so.

Mr. Snowden had not given the slightest indication of how industry was to be carried on under Socialism. Management was the real key, he said, of success in business, and he did not believe it possible to organize industry nationally. That Government management was not as efficient as private he showed by references to German experience, and he pointed out that though in Germany a Socialist Government was in power, they had not introduced the Socialization of industry, which they had advocated with the same zeal as Mr. Snowden. Italy had denationalized her railways, because the State railways did not pay. So with housing.

He had been twenty-six years in business, and six years in a Government, and he was convinced from his experience that it was impossible to carry on an industry from a Government Department. Under a system of "democratic control" were they to have a kind of Soviet that met every afternoon to determine whether the exchange was going up or down? The Labour members had been very theoretical, but at bottom they are impractical. Until everybody in the country, including workmen, could be persuaded to work harder for the State or for a local authority than for a private employer there was very little chance of having efficiency in Socialism or municipalization. Paralysis seemed to seize everybody, as soon as they began to work for the State or for a municipality. That was because everybody had a "cushy" job. What keeps the privately-managed business going was that efficiency was rewarded and failure led to the bankruptcy court.

(Continued at foot of next column.)

THE CREW OF THE "EMDEN."
SOME REMINISCENCES.

The statement having been made that the late Captain von Müller "ran the Emden ashore on Keeling Cocos Island, where he was taken prisoner with the survivors, except the landing party, which escaped and made a marvellous journey back to Germany," Capt. G. F. Bright, late Adj., 4th Bn., K.S.L.L., asks: "Is this correct?"

He goes on to say: "My battalion, the 4th K.S.L.L., was ordered to Singapore from Rangoon in February, 1915, in consequence of the mutiny of the 5th L.I. (Indian Army), and found that during the mutiny Lieut. Lauterbach and a party of Emden sailors had escaped from the internment camp at Tanglin Barracks, and succeeded in reaching Dutch territory. Later, Lieut. Lauterbach, with members of this party, succeeded in reaching Germany via Arabia and Turkey. I never heard of any party escaping from Cocos Island. Some months later, when the crew of the Emden, together with other enemy prisoners, were removed from Singapore to Australia, a tunnel (nearly completed) was discovered leading from the crew's quarters."

The statement made that the landing party escaped is quite correct. Capt. Lieut. von Muecke and a party of men from the Emden were sent ashore at Cocos Island to destroy the wireless station there, and they became marooned when the Emden had to leave because H.M.A.S. Sydney was sighted. She was subsequently driven ashore and burned, and these not killed were taken prisoners. The original landing party seized Mr. Ross' schooner *Ayuda* and escaped thereon, proceeding to Java, whence they traversed the Indian Ocean and finally reached Arabia. Thence they made their way to Constantinople. At the Turkish capital Lieut. von Muecke's services were needed at once by the commander of the German squadron, Admiral von Usedom.

THE LANDING PARTIES ESCAPE.

Engineer Commander H. F. Russell (retired), writes to *The Times*: "I was in one of the light cruisers that formed the escort to the convoy. When the Sydney forced the Emden ashore, I was on the ship, and at once went off after the Emden's officer, overhauled her, and sank her, and the time thus occupied did not allow of her return till fifteen hours later, when many of the less badly wounded survivors of the Emden had managed to get ashore, but lay in the hot sun in a pitiful plight, as the land crabs are very ferocious there."

Meanwhile the party that had originally landed from the Emden to seize the wireless station, having witnessed the destruction of their ship, had sufficient respite to devise means of escape before the Sydney returned and they would inevitably be rounded up. They took Mr. Ross' old schooner, forced the wireless staff to give them water and provisions, and although the schooner was in a very leaky state, with sails much rotted and rigging defective, they got clear away before the Sydney returned. I believe the party consisted of one officer, two petty officers, and twelve men. It was said that the wireless people further hampered their chances of escape by filling some of their water casks with salt. In this condition these men began their amazing voyage and got the schooner away first to Penang, (1) or in that neighbourhood, where they had a chance to rest before their long voyage across to the African coast. That this party should have achieved such a voyage in that old schooner in face of so many ships that were hunting for them forces one to pay tribute to their endurance and seamanship.

"Why should the capitalist be singled out for attack?" he said, "when, instead of idling, he devoted his energies to providing employment for thousands of workmen?" He agreed that uncontrolled industrialism—he would not call it capitalism—was impossible and inhuman. What he claimed was that things had greatly improved in the last century. He was not alarmed at the Socialist indictment. He welcomed it. But the Socialist had to prove that they had something better and could deliver the goods. Socialism was no better than slavery. Wherever it had been tried it had been abandoned. Socialists ought to drop this sterile and futile will of the wisp, and let the world get on.

Although the Labour Party might nationalize capital they could not nationalize ability. "What," he facetiously inquired, "would their wives say when they had to buy the only State-made pattern blouse that existed, and when they had to wear State-made hats and boots?" "Obviously, there could be no system of State Socialism which did not apply to conscription of labour and the limitation of population," was another sally. Socialism was not a great ideal; it was a delusion.

The last speech of the evening—for the two principal speakers spoke for an hour each—came from the President of the Board of Trade. State control, he said, was unimaginative, inflexible, and unwilling to take risks. It would mean greater cost of production and less to go into the common pool. Socialism might be an effective means to make rich men poor, but it was singularly ineffective to make poor men rich. Economically and psychologically Socialism was equally impossible, and contrary to the instinct of the British people. Why do men work? he asked. Not for the State, but for themselves and their families, and that was the basis of national and family life. Sir Philip Lloyd-Greaves referred at some length to the case of Russia, and said that while no one thought we were likely to be overthrown by revolution, we might be ruined just as effectively by "false economics."

The debate was adjourned on the motion of Sir John Simon, the Government having promised to give another day to it after Easter.

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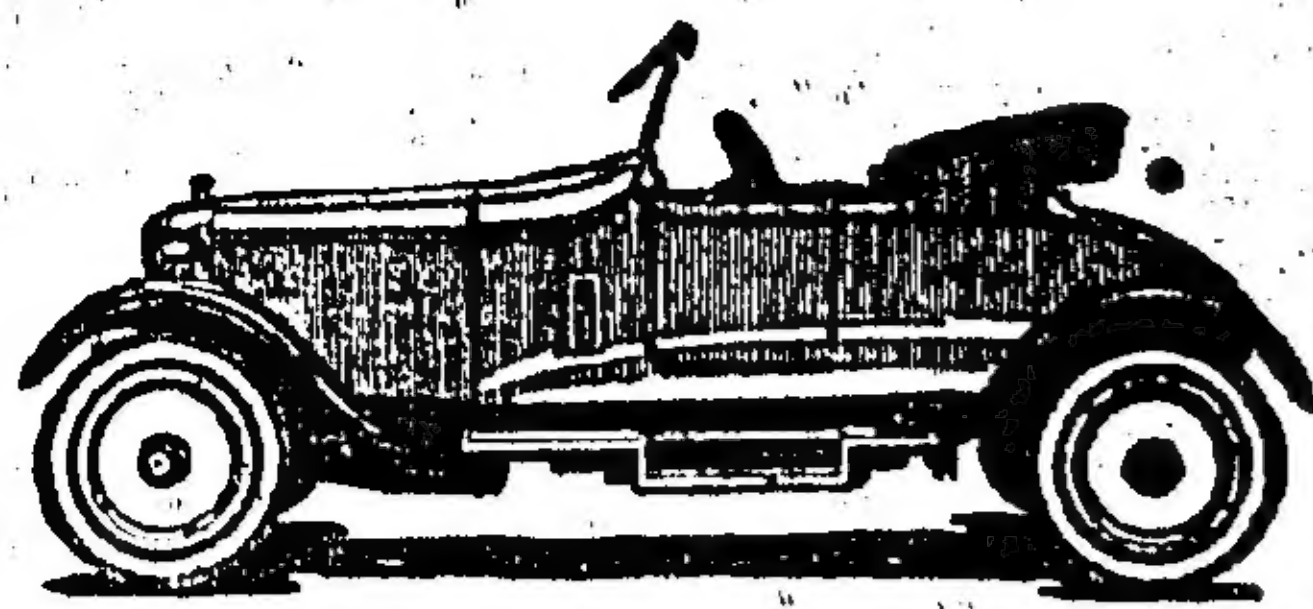
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CHINA AND TARIFF AUTONOMY.

AN INTERESTING CONTROVERSY.

"A Foreign Friend and Statistician" in the course of a letter challenging certain views expressed in the editorial columns of the *Peking Daily News* on the subject of Foreign Criticism of Chinese Affairs, incidentally discusses the subject of tariff autonomy. The paper's argument had been that one of the obstacles if not the main obstacle to China's progress, is to be found in the restrictive stipulations of the Treaties concluded under the Manchu dynasty, which make it "obviously difficult, if not well nigh impossible, for the Chinese to set their house in order."

The "Foreign Friend and Statistician" writes:—

"It would take too much of your valuable space to argue the question in its entirety. I will confine myself to one particular point, that of Tariff Autonomy, which is often referred to as a panacea capable of curing all the financial troubles of China."

You will find in many publications and even in official pronouncements the statement that if China had her tariff autonomy she could alter her tariff so as to get from the Customs much more than the present revenue.

This was true when the tariff was in fact a 3 1/2 per cent. tariff. It is no more true now that the 2 1/2 surtax is being granted, and that the import tariff is to be practically a 7 1/2 per cent. tariff, plus an additional 2 1/2 per cent. on luxuries, and 2 1/2 transit dues for goods shipped to the interior. The average, when the new system is in force, will be something like 9 per cent. of the value of the imported goods.

Now, however strange the statement may appear, the fact is that a 9 or 10 per cent. average is the maximum which an autonomous customs tariff may yield.

Theoretically, a country with tariff autonomy can enact such tariff as she likes, be it a 100 per cent. tariff. But practically the operation of a tariff is limited by economic laws.

If the tariff on a particular article is too high, it becomes prohibitive, and the article is not imported, with the result that no duty may be collected on it.

2. When a tariff is so high as to considerably reflect on the selling price of a foreign article, there is a tendency to manufacture the article at home instead of importing it. But the home manufacture implies generally the import of machinery, raw material, etc., which must be allowed free or at reduced rates if the industry is to develop.

3. Trade consists not only of import; it consists also of exports. If the import tariff of a country is too high, this leads to retaliation from the foreign countries concerned. Hence the necessity of commercial treaties in which mutual concessions are made.

That the force of economical laws is irresistible can be shown by glancing at the trade and revenue statistics of foreign countries.

The trade of Japan during the fiscal year 1910-1920, imports only, was Yen 2,200,000,000 in round figures. The revenue of the Customs was Yen 81,000,000, that is to say an average of 3.7 per cent. The total import trade of Great Britain in 1920 was £1,836,742,000. The total receipts from the Customs were £140,554,000 or 7.75 per cent. of the import trade. It may be noted here that about 84 per cent. of the imports in Great Britain are duty free.

France is considered as one of the more protectionist countries in the world. Her import trade in 1922 is Frs. 23,901,000,000. Her customs revenue for the same period amounts to little over 1,600,000,000 francs, that is to say 7 per cent. of the value of the imports.

The United States tariff is reputed the highest in the world. Yet the total import trade of the States in 1920 was over 4,000,000,000 G.D. and the Customs receipt were 322,000,000 G.D. or 8 per cent. The present revised tariff is anticipated to yield 540,000,000 G.D. which, even if the total import figure remains the same as in 1920, will not represent more than 11 per cent.

The full 12 1/2 tariff contemplated in the Mackay Treaty, when it comes into force, will be, as an average, even higher than the present revised American tariff, and from the productive point of view it will certainly represent the maximum which China can expect to collect as taxation on foreign import trade.

In other words, if China had her tariff autonomy, she would certainly alter the schedule of her import tariff so as to make it more scientific and better adapted to the needs of her trade and industry. Many articles would pay more, some would pay less. But the Customs Revenue would not be increased thereby; I am rather inclined to think that it might decrease, since pressure will be brought upon the Government from many Chinese commercial or industrial centres to get certain manufacturers' articles or raw materials imported at reduced rates.

Even if the tariff could be calculated so as to yield more than the effective 12 1/2 per cent., the increase would be nothing when compared with the additional revenue which would be derived from the natural development of trade under the present tariff were the political parties and the militarists to put an end to their internecine struggle and to let the law abiding population of China quietly pursue their peaceful avocations.

A CHINESE REPLY.

A reply to these submissions is made by Richard Peifeng in the following terms:—

The "Foreign Friend and Statistician" is certainly right in saying that the Chinese tariff, even if China enjoys complete autonomy in the matter, could not be well above 9 or 10 per cent., and that the full 12 1/2 per cent. will be an average, even higher than the present revised American tariff. However, this argument does not prove that tariff autonomy is of no use to China, for two reasons:

1. Tariff autonomy would enable China to prohibit the importation of certain kinds of goods for the protection of her own industries. If, as an average, the tariff cannot be higher than 10 per cent., on particular imports it may be as high as a few hundred per cent., with the result that these goods will not be imported. Such a rate, if levied on imported cotton yarn (which comes mainly from Osaka, Japan) would save the Chinese cotton spinning industry from the present danger of threatening bankruptcy. Most Chinese manufacturing industries are in the infant stage where protection is necessary, and without tariff autonomy protection is impossible.

2. Even from the point of view of revenue to the Government, tariff autonomy is also of great importance. If China can fix her own rates, she can, while prohibiting certain imports by high duties, encourage the importation of others by low ones. She may, for instance, levy less than 5 or 7 1/2 per cent. on imported machinery and raw materials when they are in great demand in this country, which many in turn stimulate trade in these articles to such an extent that the revenue collected from the low rates may be larger than that formerly collected from the higher rates on the same articles. To illustrate:

Rate	Quantity imported	Revenue collected
7 1/2 per cent.	10,000,000	750,000
5 per cent.	15,000,000	750,000
4 per cent.	25,000,000	1,000,000

China does not ask for tariff autonomy with the one purpose of raising the rates; she may lower them. At present the system of tariff revision is so clumsy that she can neither increase nor reduce the rates conveniently.

When the above two steps are taken at the same time, the development of native manufacturing industries going hand in hand with the encouragement of importation of machinery and raw materials, the trade in these latter articles may grow beyond all expectation, and the customs duties, even at 4 or 5 per cent. as an average, may yield many times the present revenue. The foreign friend pointed to the growth of trade as a chance of increase in revenue; why not give China a free hand in developing the trade?

Moreover, it is not true that a 12 1/2 per cent. tariff will yield a revenue exactly 12 1/2 per cent. of the value of the import trade, because the duty is not cases *specie*, not *ut valorem*. The new revised rates, being based on recent market prices, will represent an effective 5 per cent. for a year or two, but after that, and before the next revision is due (in 1923), the value of the import trade will have risen with the prices, and the revenue collected will fall below 5 per cent. as an average. Hence, there is no possibility that the 12 1/2 per cent. tariff will remain a 12 1/2 per cent. effective rate throughout the periods between revisions (which will be seven years each time after the revision in 1923). Hence, even if China levies 12 1/2 per cent. on all imports, the average rate for all years will be below that figure.

As to the recovery of extra-territorial rights over Russians, the results are unsatisfactory partly because the Russians do not put their own house in order, which affects the province of Heilungkiang above all other parts of China. The danger from Russian reds and whites constitutes quite a financial strain on Manchuria. It would be a different thing if other and all powers restore to China the extra-territorial rights.

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for

THE MIDDLE WEIGHT CHAMPIONSHIP OF EUROPE

TED (KID) LEWIS

vs.

ROLAND TODD

also

WANDA HAWLEY

in

"HER STURDY OAK"

A Comedy of Love, Poverty, in-laws, Twins, and a Fortune found up a Chimney.

Prices of Admission:—

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OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.TUBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.

MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

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LLOYD'S REGISTER AND JAPANESE SHIPPING.

LUNCHEON TO SHIPOWNER.

A luncheon was given on March 14th by the Chairman (Mr. J. Herbert Scrutton) and the Committee of Lloyd's Register of Shipping, at the society's offices in Fenchurch Street, London, when Dr. Fujishima, technical director of the Nippon Yusen Kaisha, was the chief guest. Others present included Mr. S. Matsuyama (Commercial Attaché, Japanese Embassy), Mr. S. Hori (Osaka Shosen Kaisha), Mr. Noboru Ohtani (Nippon Yusen Kaisha), Mr. S. Takahata (Messrs. Suzuki & Co.), Captain Okuyama (Kawasaki Kisen Kaisha), and Mr. James Blair (Nippon Yusen Kaisha).

The toasts of "The King" and "The Emperor of Japan" having been duly honoured, Mr. Scrutton, in welcoming Dr. H. Fujishima, said: When you step into Lloyd's Register of Shipping, gentlemen, you are on international ground. As we are sending a principal surveyor out to Japan—Mr. Cox, who is here to-day—we thought it would be a nice opportunity to wish him Good-speed and also at the same time to welcome our friend Dr. Fujishima, who is visiting this country, and also some friends and compatriots of his who represent Japanese shipping interests. It is nothing new for us to have relations with Japan. We have, I think, classed in this Society a very large proportion of the overseas shipping of Japan—well over 80 per cent. But the circumstances of the last few years have made it desirable to modify the position of the Society to some extent, because, frankly, we want to maintain our business in Japan, and we want to do anything consistent with maintaining the security of the class of this Society to facilitate business, and to meet the wishes and regulations of the Government of Japan. If we expect the shipping community of Japan to employ us to class their vessels it must be for some good reason. We cannot expect to go to a Japanese shipowner and ask him to class his ships with us unless we are going to render him a service equivalent to the fees we demand for the work we do, and I think there is reason for supposing that we can justify our position. At the present day, when ships have increased very much in size and a large number of lives are risked in one vessel, I think it ought to be a real advantage to the owner to have behind him the security of a certificate from such a Classification Society as Lloyd's Register. (Hear, hear.) I therefore look forward with confidence to Mr. Cox's appointment in Japan. He will find some friends there. We have a very influential Japanese Committee, and at the head of this committee we have Mr. Uchida, whom we have had the pleasure of meeting here. From my interviews and conversations with Mr. Uchida I feel sure that he realises the advantages of classification with this Society. (Hear, hear.) We have very much pleasure in seeing you here to-day, Dr. Fujishima, and we hope we are going to do some good business with you. I ask you to drink success to Japanese shipping, and I couple with that the name of Dr. Fujishima. (Applause.)

Dr. Fujishima, replying, said: It is a great pleasure for me to meet so many distinguished gentlemen in the world of shipping. Beyond expressing my thanks and pleasure, I have very little to say which might interest you. I can tell you, however, a little good news. During the last week our company has placed orders with builders on the Clyde for two new motor-ships, and I can assure you that these two ships will be ultimately classed by your Register. This is one of the results of my study since my arrival in this country, and it may be taken as a proof of the increasing popularity of the motor-ship. I believe the time will not be far off when the world will go in for motor-ships more extensively.

NATIONAL REGISTERS.

A year or so ago I noticed in the newspapers that Great Britain and Japan have mutually recognised their respective Land Line Laws, which is very gratifying to us, as it must be to you also. The question of classification is, however, somewhat of a different matter. As you are aware, a Japanese National Classification Register was formed a few years ago, of which the president of the Nippon Yusen Kaisha is chairman of committee, and consequently my company has a great interest in that Society. On the other hand, I realise the existence and influence of the Japan Committee of Lloyd's Register of Shipping, of which the vice-president of our company is one of the chairmen. Frankly, my own personal view is that each country should have its own National Classification, but I think it is unnecessary for me to say that my personal views will not act detrimentally in any way to working with other institutions. It will also be superfluous for me to mention our appreciation of the help rendered in the past by Lloyd's Register towards Japanese shipping. (Hear, hear.) I shall be only too happy to render any assistance to Mr. Cox when he comes back to Japan. He was very popular during his last stay there. We all liked

(Continued at foot of next column.)

WU PEI-FU'S SUCCESSSES IN SZECHWAN.

INTERESTING DETAILS OF THE
ADVANCE.THE CAPTURE OF CHUNGKING AND
CHENGTE.

Details received by Reuter's Peking Agency from Szechwan confirm the reported successes of General Wu Pei Fu's followers in that province.

Some little time ago it had been reported that General Hsi Ching Yang's forces were going to attack these of General Yang Sen and also that they were going to join them. Apparently these conflicting reports both had some truth in them, for it is now learnt that the troops mentioned split up, part of them joining General Yang Sen and part joining General Tan Mou Hsin. Somewhat heavy fighting is said to have begun between these various forces on April 4th and to have continued on the 5th when a severe combat raged within the walls of Chungking itself.

GENERAL TAN'S DEFEAT.

Finally General Tan was completely defeated and General Yang Sen, as already unofficially reported, entered Chungking himself in triumph on April 6th. He has now restored order there and has started in pursuit of General Tan Mou Hsin who has fled northwards to Hsichow. Meanwhile round Chengtu events have also turned out in General Wu Pei Fu's favour. On March 27th, General Teng Shih Hao issued a proclamation which was not only scattered broadcast among the Chinese and sent to the officials but copies were also sent to the Consuls in Chengtu.

TO GRATIFY THE POWERS.

This proclamation stated that General Teng and his army were advancing on Chengtu by order of General Wu Pei Fu in order to carry out the wishes of the Powers expressed at the Washington Conference that China should have unification. It stated that his desire and that of Liu Tsun Hsi were to suppress brigands and so gratify the Powers by unifying China.

The 3rd Szechwan Army in Chengtu closed the city gates and according to reports received very heavy fighting began on March 28th. Casualties were very heavy and many bullets and shells are said to have passed over the Consular buildings in Chengtu.

ARSENAL BLOWN UP.

At last on March 30th, the Chengtu arsenal is reported to have blown up. Gen. Teng claims to have inflicted 20,000 casualties on his enemies. Finally General Liu Chen Hsiu is reported to have issued a proclamation saying that owing to lack of ammunition and supplies he could fight no more and that he would give up his dual post of Commander-in-Chief and Civil Governor of Szechwan.

Although this amounted to an absolute surrender, no report had been received of General Teng Shih Hao having actually entered Chengtu when this account was written.

CHENGTE OCCUPIED.

A later message by another agency announced that General Yang Sen's commander, Liu Tsun Hao has occupied the provincial capital of Szechwan, thereby giving another province over to General Wu Pei Fu's control.

It took two weeks for word of the fall of Chengtu to reach Peking. Communications were cut and the news was sent out by way of Yunnan and Hongkong. General Liu in his telegram reports that he entered the capital on the night of March 30th. In the fight for the city, some two thousand men were killed, and he captured stores of arms and ammunition. Some damage was done by fire and by looters.

him, and from that starting-point business was most pleasant. We welcome him back to Japan, and I thank the committee of Lloyd's Register for their action in appointing him. Since my arrival in this country I have re-visited the centres of the shipping industry, and one who knows how these places look in times of prosperity, I could not help feeling a peculiar sensation. Unfortunately, affairs in Japan are somewhat similar. I notice that many owners are carrying on their business from hand to mouth without any fixed policy. Now, if any of you gentlemen here to-day could give me the considered policy of your owners to tide over this bad period, I would bring it home with me for the benefit of Japanese shipowners. It would be a great discovery. (Laughter.)

I thank you again, Mr. Scrutton, for affording me and many of my compatriots this opportunity of meeting so many distinguished gentlemen. Before sitting down, I beg, on behalf of my colleagues and myself, to thank you all sincerely, and to propose the toast of the continued expansion and prosperity of Lloyd's Register of Shipping.

AN INTERNATIONAL BASIS.

Mr. Howard Heilder, responding for Lloyd's Register, after referring to the international character of the Society, alluded to his long acquaintance with Mr. H. Jasper Cox, and expressed his confidence that the selection of Mr. Cox for the important position of principal surveyor in Japan would be one which would give satisfaction not only to the committee of Lloyd's Register, but also to the Japanese shipping community with which he will come into contact. He hoped the friendly relations between the Society and the shipping community of Japan would be made still closer in the near future.

INTIMATIONS

ST. JOHN'S CATHEDRAL

MONDAY.

APRIL 30th,

AT 8 P.M.

ORGAN FINAL RECITAL
By
Mr. DENMAN FULLER.

G. R.

SALE OF H.M.S. "MERLIN."

TENDERS are invited up to the 30th MAY, 1923, for the Purchase of the above named Vessel WITH ENGINES & BOILERS AND VARIOUS AUXILIARY MACHINERY ON BOARD.

Full particulars of the Vessel and Conditions of Sale and Permits to view may be obtained on application to the Undersigned, and Tender Forms will be issued on payment of a deposit of \$300, returnable when decision on the tenders has been reached.

The vessel will be on view at H.M. Dockyard, Hongkong from the 26th March, 1923.

PARTICULARS OF H.M.S. "MERLIN":

A twin-screw steel steamer of 1,400 H.P.—
Length between perpendiculars...185'6"
Breadth extreme...33'3"
Depth (Flat Keel to Upper Deck)...16'7"
Nominal Displacement...about 1,070 tons
Present Area Draft...9'2"
Built (When...1903
By whom...H.M. Dockyard
Bunker capacity (coal)...503 Tons
Fresh Water capacity...17.5 "
Reserve feed water capacity...9.6 "
Economic speed...10 Knots
Coal Consumption (economic speed)...12 Tons per 24 hours

MATERIALS OF CONSTRUCTION:

Steel...Frames, U & E Plating, Upper and Lower Decks, Forecasts and Poop Structures, bulkheads, &c.
Iron...Davis, Stanchions, &c.
Wood...Sheathing, Forecasts, Poop, Upper and Lower Decks and Flats in Hold
Metal...Sheathing, Wood Sheathing, Fastenings, Stem, Sternpost, Rudder, Shaft Brackets.

DECKS:

Lower, Upper, Forecastle, Boat Deck and Poop.

ENGINES:

Vertical Triple Expansion, surface condensing, total H.P. 1,400 at 200 r.p.m.
Cylinders 11 1/2", 18" diameters x 3 ft. stroke.
Steam pressure 210 lbs. per Sq. in...2 Sets.

BOILERS:

Water tube Belleville type.
Steam pressure, max. 200 lbs. per Sq. in. reducing to 210 lbs. at engine...4 No.

AUXILIARY MACHINERY:

Engine air compressing for boiler tube sweeping...1 No.
Main circulating and auxiliary pumps...2 No.
Electric light engines with dynamoes...2 No.
Fan, force draught, for boiler rooms...2 No.
Feed pumps...2 No.
Fire and bilge pumps...2 No.
Starting engine...2 No.
Steam winch and windlass...1 No.
Evaporating Plant with Distiller & Evaporating Pumps, Capacity, 12...2 Sets.

ELECTRIC LIGHTING:

Fitted with internal electric lighting at 80 volts.

PARTICULARS OF IMPORTANT ARTICLES ON BOARD TO BE SOLD WITH THE VESSEL:

Chain Cables 1 1/2"—31 1/2 fathoms, Anchors, 18 cwt. each, 3 No. Boats Davits 14 No., Cat Davits 2 No. and small davit, Metal Companion way upper deck 1 ft. Galley for 125-145 Men by Moonwood Accommodation Ladder, Metal pumps 3 No. and one small from Fore pump, a large quantity of valuable M.E.P.A. fittings such as Fairleads, Mushroom Top Ventilators, Hand and Guard Rail sockets, deck plates, illuminators, guards and stanchions to Sky-light's, clips, link plates, stanchions, voice pipes, dolphins to hand steering gear and fittings to bridge. Also a considerable quantity of spare boiler gear comprising tubes junction boxes, tube joints, check valves, and drains, 3 on elbow, &c., in a New condition, which are stored in the Dockyard.

Tenders will be received in the Office of the Naval Store Officer, H.M. Dockyard, Hongkong, up to Noon on MONDAY, the 27th MAY, 1923.

A. W. GRUNDY, Naval Store Officer.

Hongkong, March, 1923. [774]

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads

contain a decided eye irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of

Sun glasses. Sun glasses of any pattern with either Crookes, Luxfel, Flexual, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices

from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment

in South China—located in 83, Queen's Road Central (opposite to the Singer Sewing Machine Company).—ADVT. [704]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on SATURDAY, the 28th day of APRIL, 1923, at 11 o'clock, A.M., at their Sales Room, Ice House Street, Victoria, HONGKONG, the Very Valuable Leasehold Property situated at Victoria, aforesaid and registered in the Land Office as INLAND LOT NO. 902, together with the buildings thereon, consisting of Seven Durable Dwelling Houses now known as Nos. 43, 45, 47, 49, 51, 53 and 55, WYNDHAM STREET, Victoria, aforesaid, in One Lot.

THE PROPERTY CONSISTS OF:—

All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 902, together with the messuages or tenements and other erections and buildings thereon, and at the date hereof known as Nos. 43, 45, 47, 49, 51, 53 and 55, Wyndham Street, Victoria aforesaid, held for the term of 999 years, from the 15th day of June, 1843, created therein by a Crown Lease dated the 6th day of September, 1822, and made between His Majesty King George V. of the one part, and the owners of the other part, subject to the payment of the annual Crown Rent of \$123, payable by half-yearly payments on the 25th day of December and the 25th day of June, in each and every year, during the said term, and to the observance and performance of the Lessee's covenants and conditions therein reserved and contained.

For further particulars apply to Mr. LEO DALMAZ & CASTRO, Solicitor for the Owners or to Messrs. HUGHES & HOUGH, Auctioneers.

[731]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

Situate

No. 13, WING HING STREET,

VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagee

By

PUBLIC AUCTION,

IN ONE LOT

On

MONDAY,

The 14th Day of May, 1923, at 3 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

At Their Office, DUNDAS STREET.

[737]

THE Property consists of First ALL

THAT piece or parcel of ground situate

at Victoria in the Colony of Hongkong, and

registered in the Land Office as SECTION A

of INLAND LOT No. 2166 together with

the messuages erections or buildings thereon

now known as No. 13, Wing Hing Street and

Secondly ALL THAT strip of land at the rear

of the said Section A of Inland Lot No. 2166

being a scavenging lane. All of which pre-

mises are held for the residue of the term of

75 years from the 15th day of May, 1916,

created by the Crown Lease thereof together

with the valuable machinery now situate in

or upon the said premises as at No. 1

Gordon Street.

Particulars and Conditions of sale may be

obtained from

Messrs. HASTINGS & HASTINGS

Solicitors,

8, Des Voeux Road Central.

Messrs. LAMBERT BROTHERS

Auctioneers

[737]

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Prices.

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Machinery for Sale, New and Old in First-

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[737]

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FOX TERRIER, answering to name of

"PETER." Reward. Kindly phone Peat 90.

[71]

TO LET—Kowloon, from May 1st.

Charming, Furnished, Two Rooms

APARTMENT, Kitchen, Bath-room, Servants

Quarters. All Modern Conveniences. Apply

D. COWEN, 1A, Ahmond Building—9 to 10

a.m. [70]

FURNISHED Five Room HOUSE TO

LET ON THE PEAK for 6 Weeks from

May 4th.—Close Tram—Rent Moderate. Apply

K.F. c/o Daily Press Office. [69]

WELL FURNISHED APARTMENTS, Foot

Situation, Overlooking Public Gardens.

Every Convenience. Carefully supervised Good.

Apply—4, THE ALBANY, Albany Road. [63]

WANTED.—One Large ROOM or Two

Small, preferably on Ground or

First Floor, in Centre of City, required as

Offices about June.—Write "Z," Daily Press.

CRIMINAL SESSIONS.

[BEFORE HIS HONOUR THE PUINSE JUDGE
(MR. JUSTICE COMPERTZ)].PROTEST BY DEFENDING
COUNSEL.MR. JENKIN OBJECTS TO WITNESS
BEING DETAINED BY POLICE.

In connection with an arms case heard before the Puisne Judge yesterday, Mr. F. C. Jenkin, barrister-at-law, who appeared for the defence, lodged a protest against the action of the Police in detaining one of his witnesses. The protest took the form of an application, which Mr. Jenkin said "was attended by peculiar circumstances." That morning the police had directed that a witness for the defence be detained. This witness had come to Court early and Mr. Jenkin told him to return to his shop as he was not required for some time. He had no notice that the Police were going to call this witness, and as he was to be a witness for the defence he desired that the Police should have nothing further to do with him.

Mr. A. Dyer Ball, for the Crown, said he knew nothing about the detention and asked for the name of the man.

On being told that the name was Lau Sau, Mr. Dyer Ball said that he had heard of this gentleman. The police had told him about him and he had instructed them to have him at Court that morning in case he was wanted.

The Puisne Judge (to Mr. Ball): I have no doubt you will take the necessary steps to arrange his release.

Mr. Jenkin: I want him to go away. I don't want him in the atmosphere of the Court at all.

Mr. Dyer Ball then gave instructions to Sub-Inspector Spear to have the man released.

A JUNK'S ARSENAL.

POLICE SERGEANT'S DISCOVERY
ON A JUNK.

The case out of which the above incident arose was then proceeded with. The prisoners in the case were three men and two women named Chan Kail, Li Kun, Leung Ho, Chan Fok and Chan Man, and they were indicted for unlawfully having in their possession on March 12th on a cargo boat, in the Harbour, seven rifles, eight automatic pistols, one revolver, two cleaning rods, four telescopic sights, two pistol holsters, 160 sets of cartridge primers and 11 sets of spare parts.

Mr. A. Dyer Ball conducted the case for the Crown and Mr. F. C. Jenkin represented all five prisoners.

The Jury empanelled comprised: Messrs. C. F. Rapp (foreman), N. Stephenson, Chan Harr, A. F. Matthias, J. Manners, Wm. Thom and J. E. Castro.

Outlining the facts of the case Mr. A. Dyer Ball said that on March 12th at 11.15 a.m. Sergeant Snare was on duty in the Harbour on a police launch. "On receipt of certain information he overhauled cargo boat No. 339Y, which was under weigh. He went on board the junk and found five men and women and three children. He commenced to search the boat and made as if he would lift one of the boards leading into the hold. One of the prisoners, Chan Fok, stood on the boards and said in Chinese, what the Sergeant took to mean "nothing." The Sergeant was not satisfied and pushed the man away. Underneath the boards he found two sacks. Sergeant Snare opened one of the sacks and found it contained arms, parts of arms, rifles, pistols and the like. As he was in the act of examining the bag he heard a shout from a Chinese engineer on the Police launch and, on looking up, saw the third prisoner (a woman) pushing a gunny bag over the stern into the sea. Sergeant Snare pushed away the people surrounding him and ran to the stern. Another bag was in the act of being pushed overboard. Sergeant Snare caught it in the fall but it was too heavy for him and it dropped into the water. The bag was not recovered. The prisoners made statements to the police. The first prisoner said: "The old woman is my mistress. I was not in the boat. I don't know. The second prisoner (the old woman) said: "At five o'clock this morning two men engaged my boat and removed the things into my boat. They then landed and told me to wait. They did not return." The third prisoner said she was a cook and the fourth and fifth had nothing to say.

Cross-examined by Mr. Jenkin, Sgt. Snare said he could not remember any of the prisoners saying that they were just going to the Water Police Station with the gear at the time he boarded the junk.

(Continued at foot of next column.)

THE WARFARE IN
KWANGTUNG.

The latest news from Canton is that the 3,000 Northern troops which recently made their appearance in the North River district and advanced as far as Sunkai, are now retreating from the province. The Kwangsi troops in the North River area are entrenching, their first line being at Wanshek, a point on the Canton-Hankow railway and their second line at Lin Kong How. They are concentrating at Yintak.

In the West River section, the defeated Kwangsi forces are retreating towards Wuchow.

THE SANITARY BOARD.

The Sanitary Board met yesterday afternoon at the Board's offices. Those present were the President (Mr. G. R. Sayer), the Hon. Mr. T. L. Perkins, Mr. C. G. Alabaster, K.C., C.B.E., Mr. S. W. Tso, Mr. Wong Kwong Ting and Dr. W. W. Pearce (Medical Officer of Health).

Letters were received from the Colonial Secretary intimating the appointment of Lieut.-Colonel F. G. Fitzgerald, D.S.O., R.A.M.C., as a member of the Board, and the reelection of Mr. C. G. Alabaster, K.C., C.B.E., as a member.

Dr. Koch and Mr. S. W. Tso, on the proposition of the President, were elected a committee to consider and report upon the Head of the Sanitary Department's proposals with reference to the Estimates.

This concluded the public business of the meeting.

THE TESTIMONIES OF POLICE
OFFICERS."TO BE WATCHED WITH GREAT
"CARE."

Mr. Jenkin, who had conducted a very searching cross-examination of Sgt. Snare during the morning, opened his case for the defence in the afternoon. He described the case as one of exceptional circumstances. It was not in the usual course of events to make an attack upon a police officer, but it was not the first time it had been made. His cross-examination had been made with due consideration to the seriousness of the allegations, and also with due regard to the fact that the police as a body of men were held in the highest esteem and it was not without considerable thought that a member of the Bar would make such an attack. In making such suggestions it was no part of his duty to try and get people out of the clutches of the police by maligning them, but in consideration of the general facts he asked the Jury to share his views on the matter. In support of his contentions Jenkin quoted from Taylor (vol. 1) concerning the testimonies of the police officers beginning: "With respect to policemen, constables and those employed on the suppression of crime their testimonies against prisoners should usually be watched with great care." He read the quotation because he wanted the Jury to appreciate the point of view that he taken up. It did not follow that every word which came out of the mouth of a policeman was "the truth, the whole truth and nothing but the truth." Mr. Jenkin then went on to say that Sgt. Snare had deliberately tried to make a better case out of what was already a good case.

In describing the facts of the case for the defence Mr. Jenkin said that at 5 o'clock or 5.30 o'clock, which was before daylight, a man accompanied by a brace of coolies came on board and said he wanted three bags taken to a junk in the harbour. The bags were carried on board and placed in the hold. The man then said he had to go away but that he would come back. The junk continued to wait until 10 a.m. At that time the man named Lau Sau called on board and engaged the junk to remove 31 bags of feathers from the *Taiwan Maru*. Shortly after this the police boarded the boat.

The Mistress of the boat in her evidence said that she thought the bags contained axes and axe blades. She had carried such hardware in a similar way before. When the Police Sergeant boarded the boat she told him she was taking the bags to the Water Police Station and that there was no need for him to arrest them.

Mr. Jenkin: Why were you taking them to the Police Station?

Witness: Because in former years, my mother—who was also a boatwoman—had some things brought on board belonging to a foreigner and she took them to the Police Station.

After further evidence was taken the case was adjourned.

THE KIDNAPPING CASE.
APPLICATION FOR RE-HEARING.

Mr. A. MacAllum attended at the Magistracy yesterday morning in connection with the case heard the previous day in which a Chinese named Ip Sang was sentenced to six months' hard labour on a charge of kidnapping, or, alternatively, of harbouring, a girl eighteen years old. The man was alleged to have told the girl wonderful stories of the wealth to be earned in America in order to lure her from her home, and then to have drugged her with tea that had been doctored. He was stated to have taken her away to live with him at a number of boarding houses in the Colony, and to have tried to sell her for \$300 when he tired of her. For the defence he alleged that he met the girl on a number of occasions, and she had told him she was a widow, and had no friends or relatives in Hongkong. He married her at her own request. The defendants brought no evidence to prove his statement, however.

Mr. MacAllum informed his Worship (Mr. C. D. Melbourne), that he had been visited by a relative of the accused, and had been asked to apply for the case to be re-heard. He wished to notify his Worship that he would make the application, and ask him if he desired that the prosecution, and a representative of the Secretary for Chinese Affairs should be present when he did so. He alleged that he could bring witnesses who would give evidence substantially bearing out the story of the accused that the girl had promised to marry him, and that negotiations for the marriage had taken place on a number of occasions previous to the date on which the prosecution alleged he first met her.

His Worship said he should certainly wish the prosecution to be present, and he would listen to the application at any date the two parties agreed upon.

"SHIPPING COMPANY FINED.

TROUBLE CAUSED BY ABSENT
CLERK.

Fang Fai Ting, of the Yee Wo S.S. Company, was summoned at the Magistracy, yesterday, on four counts.

The first was that he allowed the *s.s. Szechow* to travel up to Canton on the 24th March, and when forty-eight hours had passed, he failed to return the manifest to the Imports and Exports Office.

Defendant said the manifest was returned either on the 6th or 8th April. The delay was occasioned because there was only one clerk in the office who could write English, and he had gone away in response to an urgent letter, so that they had to wait till his return. All manifests had to be written in English.

A fine of \$50 was inflicted. The second was a similar summons in respect of the same boat, excepting that the date of sailing was given as March 29th. Defendant made the same excuse that his English-writing clerk was absent, and another \$50 fine was imposed.

The summons alleged that the *s.s. Szechow* had been allowed to sail for Canton on March 26th and an inaccurate manifest had been returned.

The Magistrate (Mr. J. R. Wood), asked whether the mistake was a *bona fide* one.

Mr. S. J. Roe, of the Imports and Exports Office, said the whole thing was "sheer carelessness."

A fine of \$25 was imposed. That no manifest was returned in respect of the *s.s. Sun Ping* was the final summons. The same excuse of the absent clerk was given, and another \$50 fine inflicted.

Defendant asked the interpreter why the fines were so severe. The reply was that the Magistrate had already informed him that he could be fined \$250 for each offence, and he had only been fined \$175 for all four.

COMPANY REPORT.

MACKINTOSH & CO., LTD.

The tenth annual meeting of the shareholders in Mackintosh & Co., Ltd., was held on April 23rd, when, after paying an interim dividend of \$1 per share, a final dividend of \$1.50 per share was declared, making a total of \$2.50 per share on the year 1922-23.

Since the formation of the Company in 1913 it has made steady progress and now ranks as one of the most enterprising businesses of its kind in the Colony.

In commemorating its tenth anniversary a Tailoring department has been added, which is expected to have a very promising future and help it to reach the "summit" of prosperity.

SPORT.

LAWN TENNIS.

HONGKONG LAWN TENNIS
ASSOCIATION.

TENNIS LEAGUE "A" DIVISION.

In the "A" Division owing to various other attractions only one game was played, that between Civil Service and the Chinese Recreation Club, the latter winning by 68-31.

	P.	W.	L.	Pts.
C.R.C.	1	0	1	0
C.S.C.C.	1	0	1	0
H.R.C.C.	0	0	0	0
I.R.C.	0	0	0	0
C. de R.	0	0	0	0
K.C.C.	0	0	0	0
University	0	0	0	0
U.S.R.C.	0	0	0	0

1 Point for a win.

"B" DIVISION.

In the "B" Division:—
Queen's College beat Civil Service.
Kowloon "A" beat Craigengower "B."

Chinese Recreation Club beat Craigengower "A."
Indian Recreation Club beat Kowloon "B."

	P.	W.	L.	Pts.
Queen's College	1	1	0	1
C.R.C.	1	1	0	1
I.R.C.	1	1	0	1
Kowloon "A"	1	1	0	1
Craigengower "A"	1	0	1	0
Craigengower "B"	1	0	1	0
Civil Service	1	0	1	0
Kowloon "B"	1	0	1	0
University	0	0	0	0
Club de Recreio	0	0	0	0
Netherlands T.C.	0	0	0	0

GOLF.

RESULT OF HOGGY POOL
COMPETITION.

The Hoggy Pool competition, played at Fanling on April 21st, 22nd and 23rd was won by W. Galloway, 3 up.

COLONIAL AUXILIARY
FORCES.

LONG SERVICE MEDAL.

New rules and ordinances have been promulgated with a view to the special recognition of the meritorious service of members of the Dominion and Colonial Auxiliary Forces during the Great War. The Long Service Medal will now be awarded to duly qualified members of all authorised auxiliary military forces, other than permanent forces of the Dominions, Colonies, and Dependencies (except India) and Protectorates, whether designated as Militia, or Volunteers, or otherwise. The period of qualification will be twenty years. Service on the permanent staff of Colonial Auxiliary Forces by members of the permanent forces will not reckon. Service on the West Coast of Africa will reckon two-fold, and so will the service of a member of any of the Auxiliary Forces who, during the war, served, or accepted the obligation to serve, beyond the boundaries of the Force, whether in the Naval, Military, or Air Forces.

THE CHINA YEAR BOOK.

A new edition of this valuable work of reference has just been published. It is the seventh issue of the *China Year Book*, and the second issue to be produced in China. The book has increased in size from a Crown octavo volume of 483 pages in 1912 to a Demy octavo volume of nearly 1,300 pages in 1923. The Chinese Government took 200 copies of the last issue to Washington, where the book was in constant use by every Delegation during the deliberations of the Far Eastern Committee.

The 1923 edition has been revised from cover to cover. Many new features have been introduced. The chapters on Geography, Fauna, Mines and Minerals, Communications, the Customs Tariff, Greater China, Finance, etc., have been completely rewritten. New features include chapters on the Chinese language by Sir Edmund Backhouse, Bart. Shipping, the Chinese Eastern Railway, the Washington Conference, the Shantung Negotiations, and Medical Progress under the Republic, the chapters containing Chinese biographies, and lists of factories have been greatly expanded. In the chapter on Public Justice, in pursuance of the policy of including, if possible, one of the Chinese legal codes in each issue, the Commercial Associations Ordinance has been substituted for the Criminal Code, which was reproduced in the 1921-22 edition. In addition to the cloth-bound edition a limited edition bound in half-leather has also been published. There is a very full list of contents at the beginning of the volume, which in conjunction with any information of which he is in search, without any difficulty. The retail price of the book is \$12.50, and as a work of reference on China is fully worth the money.

At the District Court Martial which assembled again yesterday at Murray Barracks, Pte. Edward Smith of the 2nd Bn., King's Regiment, was charged on two counts with striking a superior officer whilst in the execution of his duty. The accused pleaded "guilty" to the first count and "not guilty" to the second. Evidence was given to the effect that Pte. Smith came into his barracks room fighting drunk, on April 8th. A Lance-Corporal was ordered to get an escort to take the accused to the guard-room, and the accused is alleged to have struck the Lance-Corporal in the face. The finding of the Court will be promulgated in due course.

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LACE SHOE

AN EASY WELL-MADE SHOE THAT GRIPS AT THE HEEL.
AN IDEAL SUMMER SHOE THAT IS A PLEASURE TO WALK IN.

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SUPERFINE GLACE KID OXFORD SHOE
SOFT AND COOL, LEATHER LINED, LIGHT
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HEEL GRIP AND NEAT FINISH.

A NICE MODEL
IN WHITE SHOES.

A LUXURIOUS SHOE FOR YOUR LEISURE HOURS, IT LOOKS
COOL AND FEELS COOL AND THE SHAPE GIVES PERFECT
FREEDOM TO THE FEET.



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COLUMBIA

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PEGGY DEAR	"
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THE CLINGING VINE	"
STARLIGHT BOY	"
DEAREST	"
AGGRAVATING PAPA	"
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Rugs, Blankets, Pillows for above.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]
THE BRITISH BUDGET.
RESOLUTIONS AGREED ON: INCOME TAX REDUCTION REJECTED.

LONDON, April 23rd.
The Budget resolutions were agreed on after the rejection of an amendment to reduce the Income Tax.

EARLIER CABLES.
THE TEA DUTY IN GREAT BRITAIN.
NO REDUCTION.

LONDON, April 23rd.
In the House of Commons, a motion for the reduction of the tea duty from 5d. to the pre-war level of 5d., which was supported by all the Opposition groups, was defeated by 237 votes to 179.

The supporters contended that as beer was not a necessity to the same extent as tea, and not an article of such general consumption, the reduction in the beer duty was not sufficient relief to the indirect taxpayer. The Labourites generally favoured complete abolition of the tea duty.

Mr. Boyd Carpenter, on behalf of the Government, contended that the tea duty was the least onerous of all the duties. He pointed out that with Imperial preference the duty was actually little higher than the pre-war rate. The Government could not afford to lose the £3,000,000 involved.

The duty was finally confirmed by 230 votes to 182.

LATEST CABLES.
SHAKESPEARE'S BIRTHDAY.
CELEBRATIONS AT STRATFORD-ON-AVON.

LONDON, April 23rd.
A message from President Harding, read at a meeting of the Governors of the Shakespeare memorial on the occasion of the celebrations in honour of Shakespeare's birthday at Stratford-on-Avon, said: "The American people are always sympathetic with every appreciation of the works of the immortal bard, constituting part of the magnificent joint heritage of the British and American peoples, and one of the ties which have so long bound them by a community of aspiration and earnest purpose on behalf of the highest interests of humanity."

HINDU-MOSLEM DIFFERENCES.
EFFORTS AT RECONCILIATION PROVE ABORTIVE.

AMRITSAR, April 23rd.
The Congress leaders' effort to reconcile Hindu and Moslem differences have been abortive here, as the Lahore communal boycott tension continues.

LEAGUE OF NATIONS.
DUTCH PHYSICIST TO SUCCEED EINSTEIN.

GENEVA, April 23rd.
The Dutch physicist, Lorenz, succeeds Professor Einstein on the League of Nations Intellectual Co-operation Commission.

DENMARK AND RUSSIA.
ESTABLISHMENT OF DE FACTO RELATIONS.

COPENHAGEN, April 23rd.
A provisional agreement, signed at Moscow between Denmark and the Soviet, establishes de facto relations. The Danes are entitled to engage in industrial undertakings in Russia, and are guaranteed against seizure of property without full compensation.

EARLIER CABLES.
THE RUHR.
RAILWAY COLLISION AT EUSKIROHEN.

PARIS, April 23rd.
A message from Dusseldorf, says a French guard was killed and two French soldiers killed and two injured in a collision between passenger and goods trains at Euskirchen on Saturday night.

LATEST CABLES.

THE INDIAN FRONTIER OUTRAGE.
MISS ELLIS STILL IN HOSTILE COUNTRY.

PESHAWAR, April 23rd.
The release of Miss Ellis has not yet been effected, for though she has been rescued from the clutches of her captors she is still in the heart of the Tirah country, and there is a possibility of their offering further opposition.

EARLIER CABLES.
RESULT OF A PATHAN'S VOW.

PESHAWAR, April 23rd.
A remarkable story of the predominant motive of the Ellis outrage has filtered through. It is stated that the crime was the result of a vow taken by the ringleader of a gang wishing to avenge the humiliation inflicted on him when some police rifles were recovered from the Bostikhel tribe. It appears that the women so taunted him as to make his life unendurable, therefore in conformity with the Pathan custom he swore on the Koran before his mother, who had been prominent in reviling him, that he would perform such a deed as had never been heard of before.

DEFENCE OF THE DUTCH INDIES.
ROYAL COMMISSION DECLARES NAVAL BILL TO BE URGENT.

THE HAGUE, April 23rd.
The Royal Commission considering a Bill to provide for the construction of a fleet to guarantee the neutrality of the Dutch East Indies rejects the suggestion to suspend the passing of the Bill pending the re-establishment of financial equilibrium in the Indies, and says Holland cannot contemplate leaving her extensive archipelago undefended navally without abandoning her position as a colonial power. She cannot close her eyes to the radical change of the balance of power going on in East Asia, or to problems for which a peaceful solution cannot be assured for years. The duty of providing a fleet cannot be delayed and the Government should do its utmost to assure the immediate passage of the Bill.

The Commission adds that the Government, before the Second Chamber discusses the Bill, should submit to the States General specific proposals outlining the measures it considers indispensable in framing the country's budgets on a sound basis, and make it clear that the fate of the Cabinet depends on the adoption or rejection of its proposals.

Herr Patry, a member of the Commission, while agreeing with the conclusion, considers that on the score of economy the Bill, after it is passed, should not take effect before January 1st, 1926, in order to permit the establishment of budgetary equilibrium.

Herr Trip, another member of the Commission, dissents from the conclusion, and urges that the adoption of the Bill by the States General should be postponed until the financial situation is restored.

ITALIAN OPERATIONS AGAINST THE SENUSSI.

ROME, April 23rd.
A communiqué states that three detachments of Italian troops occupied the headquarters of the Chief of the Senussi at Aghehaba on the morning of the 21st and put the enemy to flight. The Italian losses were four coloured men killed and 30 wounded. The enemy losses were apparently heavy.

The action was decided on as a result of the Chief of the Senussi, who is at present in Egypt, accepting the title of Emir of Tripoli and Cyrenaica from the rebels, becoming the leader of the opposition to Italian authority.

INDUSTRIAL TROUBLES.
THREATENED LOOKOUT IN SHIP-BUILDING INDUSTRY.

LONDON, April 23rd.
The Shipbuilding Employers' Federation has notified a lockout on April 24th of members of the boilermakers' iron and steel shipbuilders, woodworkers and plumbers' unions unless the unions previously intimate that they are prepared to accept the national overtime and night shift agreement concluded on March 22nd between the Employers' Federation and the Federation of Engineering and Shipbuilding Trades. The latter federation has called a special meeting in London tomorrow to consider the position. About thirty thousand men are directly affected.

BOLSHEVIK INQUISITORS.
HORRIBLE TORTURE REPORTS FROM RIGA.

RIGA, April 23rd.
It is rumoured that the Cheka is trying to extract a recantation from the Patriarch Tikhon by torturing him by means of electricity. A more refined form of cruelty consists of allowing the Patriarch to receive Bolshevik newspapers only, especially those containing accounts of the recent ecclesiastical trials, and demands for his own death.

EARL CREWE RESTORED TO HEALTH.

PARIS, April 23rd.
The Earl of Crewe has completely recovered and returns to Paris from Cannes on the 28th inst.

THE LAUSANNE CONFERENCE.

SITTINGS RESUMED.

LAUSANNE, April 23rd.
At the first meeting of the resumed Peace Conference this afternoon Sir Horace Rumbold, presiding, explained that the work remaining to be done would be divided between three Committees, the first dealing with the political and judicial parts of the Treaty, the second with the financial parts and the third with the economic. A special committee will deal with the commercial and fiscal regimes. He hoped that the Turkish Delegation would be back in Turkey by the Feast of Bairam.

Imad Pasha declared that Turkey had always shown a firm will to serve the peace of the world. The labours of the Conference should be promptly concluded, if goodwill were shown.

REPARATIONS PROBLEMS.
GERMAN GOVERNMENT CONSIDERING PROPOSAL.

BERLIN, April 23rd.
There are indications that the Government is considering the advisability of making a definite reparations offer in consequence of Lord Curzon's speech, the official version of which the Cabinet is deliberating on this afternoon.

FRANCE AND TURKEY.
DISQUIETING SITUATION ON CILICIAN BORDER.

PARIS, April 23rd.
The Temps confirms that the Turks have moved on the French frontier of East Cilicia several infantry battalions and artillery. It says if the French flag is attacked or threatened, French contingents will change to something very different.

AUSTRALIA AND THE DAVIS CUP.

SYDNEY, April 23rd.
Public subscription has opened to provide a business substitute for Mr. Anderson, and thus enable him to play in the Davis Cup matches. Meanwhile the Lawn Tennis Association is withholding the cable announcing Australia's withdrawal.

The lawn tennis player Anderson has decided not to accept subscriptions on the ground that the question of expense is a matter for the Lawn Tennis Association to deal with.

SOUTH AMERICAN ARMAMENT QUESTION.

SANTIAGO DE CHILE, April 23rd.
The President of Chile has invited the Presidents of Argentina, Brazil and Uruguay to confer with him at Monte Video in September in view of the differences which have arisen on the armament question and the prospect that they will not be solved at the Pan-American Conference. The President of Brazil and Uruguay are reported to have accepted, while the President of Argentina has accepted in principle.

CONSCRIPTION OF BRITISH SUBJECTS IN TUNIS.

LONDON, April 23rd.
In the House of Commons, replying to questions, Mr. Ronald McNeill stated that agreement had been reached with regard to the question of France's right to conscript British subjects resident in Tunis, rendering it necessary to refer the case to the permanent court of arbitration at the Hague.

A JOHORE RUBBER ESTATE.

LONDON, April 23rd.
The Lankat Rubber Co., Limited, has been formed with a capital of two hundred thousand sterling, to acquire a rubber estate of 5,529 acres in Central Johore, at £28,250 cash. It has issued 145,000 one pound shares at par. The issue has been fully subscribed and the lists have closed.

PUNJAB REVOLUTIONARY MOVEMENT.

LAHORE, April 23rd.
Six loyal Sikhs have been murdered during the last few weeks for political motives in the Hoshiarpur and Jalandhar districts of the Punjab, by persons dressed as Akalis. The Government believe that it is the work of a revolutionary gang. A number of arrests have been made.

SPLIT IN ITALIAN CABINET.

ROME, April 23rd.
Signor Mussolini has accepted the resignation of the members of his Cabinet belonging to the popular party.

THE MIDINETTES OF PARIS.

PARIS, April 23rd.
The midinettes, who went on strike on April 13th, have been locked out.

REICHSBANK RATE INCREASED.

BERLIN, April 23rd.
The Reichsbank has raised its discount rate from 12 to 18 per cent.

THE FALLING MARK.

LONDON, April 23rd.
Marks have relapsed to 133,000-135,000 to the £.

BOXING.

NEW YORK, April 23rd.
Tex Rickard announces that a match between McTigue and Carpenter, for the world's light-heavyweight championship will take place on July 14th in New York.

CHINESE CHAOS.

NEED OF FOREIGN HELP.

A series of articles on the condition of China and the evil plight of its finances is appearing in The Times from its Peking correspondent. He refers to the Customs, salt and railways, the revenues of some or all of which are collected by foreigners, and says:—

There is no effective Government in China in the modern sense, and commercial and other relations with China, as she has been in the past and still is, would be impossible without the special arrangements which exist. Whether foreigners have always been fair in demanding special conditions from China is another question. There is much to be said on both sides. But it is the fact that vast foreign interests have arisen in the country under these special conditions. If China had meant to earn the right to complete independence, as Japan and Siam have done, her present disabilities would have disappeared, or be disappearing. On the contrary China is more unorganised than ever, and she is simply incapable of standing alone. The Powers interested have recently shown great, if not very intelligent, good will towards her. It is both their wish and their interest to stabilise her. How can they best serve her and their own interests at this juncture?

By standing aside and letting the processes of disintegration operate without restriction? Or by taking such action as they can to re-order her affairs and give her Government an opportunity to make a fresh start?

The armed forces of China to-day are little else than hordes of men who may be soldiers at one moment and bandits the next. They are an intolerable pest to the country in either capacity. Why is a Tsuchi a Tsuchi? As governor of a province he controls the revenue. He taxes perhaps forty millions of people. He trades in opium or encourages its growth in order to raise money. He taxes commerce regardless of domestic law and foreign treaties. He legalises vice and issues quantities of irredeemable paper notes. Everything is done with a view to producing money. Some of the proceeds go to pay for the army by which he retains power. The remainder goes into his own pocket. He spends nothing on public works. His whole career is a grand orgy of exaction from the unfortunate people.

Why should such a one reduce his forces and the money saved to a central Government? A strong central Government would be an implacable enemy, and the enemy of every one like him. Tsuchis are intensely jealous of each other, but they are all in the same boat. Let any one begin to rise above his fellows and they combine against him. Everything indicates that the splendid foreign trade which has persisted in spite of the internal chaos of the past ten years will in the end be seriously affected. Huge foreign interests are dependent upon foreign commerce. The funded foreign debt of China is dependent on the maintenance of the foreign trade. The whole existence of the State is based upon its commerce, and if the foundation decays what becomes of the State? There seems to be only one practicable way of improving the situation, and that is by relieving the Government of its heavy burden of debt and providing it with regular income—in other words, by giving it a fresh start.

FLOATING DEBT.

It is impossible to estimate the floating debt exactly, owing to the difficulty of computing outstanding interest and fixing exchange. But the following summary states the case nearly enough for the purpose of indicating the general position:—

Domestic loans	\$340,000,000
Short-term debts to	
Chinese banks and firms	83,000,000
Treasury notes outstanding	24,000,000
Unsecured foreign loans	240,000,000
Owing to foreign firms	100,000,000
	\$797,000,000

This total amounts in sterling approximately to £200,000,000.

There is a large and busy market in Peking for the bonds, which fluctuate up and down according to the prospects of interest and amortisation being forthcoming on the specified dates. One payment only was made out of the salt surplus, but nothing has come from the two other sources, with the result that the whole liability now falls on the Customs surplus. China is trying to use the Customs and salt surplus, her only good assets, and both under foreign control, to pay domestic debts when she is in default all round to foreigners.

The formidable figure under unsecured debts shows the series of Japanese loans made in 1918 and 1919, totalling ¥1,200,000,000, all overdue and upon which no interest has been paid. It includes also about ¥40,000,000 due to Japanese firms and banks, mostly for military supplies. In this list appears about 160,000,000 fcs. due to the Hsiao-fang Bank for industrial and other debts due to foreign banks. It also includes the Marconi and Vickers and the two American loans (G. \$5,500,000 each), all four in default. The last item of \$10,000,000 owing to foreign firms is for railway, telephone, and telegraph material supplied during the past two or three years through the Ministry of Communications.

FOREIGN POLICY TO BE PURSUED.

In the course of a lengthy leading article on its correspondent's statement, The Times notes the whole debt of China is a trifle for a people with her resources and her numbers, and that it would be a profitable business proposition for China's foreign creditors to act her on her legal claims, subject to one reserve, unhappily, serious. Suppose they did restore her to solvency, what is to prevent her from forthwith rushing down the primrose path to fresh insolvency with a lighter heart? The only efficient safeguard lies with China. Can we trust her to use it? So does the only efficient remedy for the evils of political origin from which she suffers (Continued at foot of next column.)

INDUSTRIAL PEACE.

MR. J. H. THOMAS ON CLASS HATRED.

Representatives of the employing and the employed classes met together at the Mansion House on March 21st to urge the necessity of peace in the industrial world. The Lord Mayor presided, and among others present were Sir Edward Manville, M.P., Mr. T. Mulliken, Mr. J. H. Thomas, M.P., Mr. James Wignall, M.P., Sir W. Peter-Rylands, Sir Hugh Bell, Sir William B. Peat, Sir Harry Peat, Commander L. St. John, and Mr. T. Chambers.

An apology was received from Mr. J. R. Clynes, M.P., who said the object of the meeting had his approval, and he was convinced that the future of British industry depended largely upon the measures taken to promote friendly and harmonious relations between employers and their workpeople.

The Lord Mayor, in opening the meeting, said the object of the movement was to bridge the dangerous gulf which too often existed between employers and their workmen. The principles of the Alliance were now generally accepted by all but extremists on both sides, but the movement could not live by good will alone. It needed personal support and steady financial assistance. A capital sum was needed which would produce £5,000 a year.

SPIRIT OF REASONABLENESS.

Mr. James Wignall, M.P., said he had had thirty-three years of experience as a Trade Union leader. He had been through troublesome times, but was now enjoying the tranquillity of political life in the House of Commons. (Laughter.) He had always been a strong advocate of peaceful relations, and had always advocated the principle of conciliation. The National Alliance had at least created an atmosphere of conciliation and reasonableness.

Sir W. Peter-Rylands said that nothing was of greater importance to the State than industrial peace. On the previous night they had an indictment of the Capitalist system. Whatever might be their views as to whether any other system would be better, the Capitalist system was that under which industry was carried on to-day, and it was for those who believed it was the best system, the system of individual effort, responsibility, and freedom for securing the most efficient results, to justify it by making all realise that it was not now the heartless system that perhaps it was in days gone by. Men were no longer regarded as goods and chattels to be exploited to the utmost extent.

NEED FOR UNDERSTANDING.

Mr. J. H. Thomas, M.P., said he did not believe in the employer who assumed that all the virtue was on his side, or in the employee who assumed that all the vice was on the other side. He had never made the mistake of saying to the railwaymen that because they were strong or powerful and able to inflict injury and suffering on the community they must place themselves in a privileged position.

An overwhelming majority of industrial disputes were caused by the fact that the two sides did not understand each other. If he was convinced that a general manager was doing the right thing, and the general manager was satisfied that he (Mr. Thomas) was trying to do the right thing, the chances were 1,000 to 1 in favour of an agreement.

A WICKED DOCTRINE.

Nothing annoyed him more than to hear people preaching, "Get as much as you can from the employer and do as little as you can for it." That was a wicked doctrine. Just as he wanted a standard from the employers, so he wanted his men to recognise that the same standard of honour must obtain with them. There would be people who would say that his very presence there with capitalists and the Lord Mayor was evidence that he himself was a lost cause of people. They had to ignore that class of people. That doctrine meant not only that they would not succeed, but it would engender a class hatred that would be the ruin of the country.

Employers, not by words, but by action, must establish confidence among the men, and the men must understand that they must not put sand into the machine. Sir Hugh Bell said the question of Socialism could not be solved in the House of Commons. Men like him and Mr. Thomas would have to solve the problem outside. When they talked about Capitalism did they not really mean rich men? He particularly disliked rich men, if they were too rich, and he thought they were too rich when they got beyond his precise fortune. (Laughter.) They could not draw the line.

He who will, and with her alone. Has she the will and the moral and physical force to use it? Foreigners obviously cannot restore peace, or set up a strong Government in China by force of arms. Yet, until these things are done, the industrial finance must remain unstable, and the foreign trade, which through the Customs, is the ultimate security for the secured foreign loans, will be menaced.

The Washington Conference raised the Chinese Customs duties to an effective 5 per cent, and sanctioned a further surtax of half that amount upon conditions to be determined by international commission, and contemplated additional Customs duties whenever China should abolish opium. It is estimated that the 5 per cent. surtax will produce \$46,000,000 (£5,750,000) a year. This sum will have to be applied to the reduction of the floating debt. With small additions from other sources, such as salt, tobacco, and wine, the \$46,000,000 would suffice to finance a loan large enough to find the whole of the floating debt. The correspondent, however, insists that if the relief is to come in time, a small committee of experts should be appointed at once in order to collect and edit evidence for the Washington International Commission which is to investigate the surtax proposals.

The real question for the Powers is whether it is wise for them to relieve the present necessities of China at the moment of her prompt relapse into extravagance, or to face the risks, said the losses inseparable from her rapidly approaching bankruptcy.

CHINA'S BIG MARKET.

LESSONS FOR BRITISH.

Under these headings a London contemporary publishes the following:—

To Consuls and merchants representing fifteen different countries assembled at the London Old Colony Club, Pall Mall, S.W., Mr. W. Yinson Lee, a Chinese business man visiting London, pointed out how the vast potentialities of trade in China are wasted through the large number of middlemen's commissions that keep foreign goods beyond the reach of the masses.

"Only the United States and Australia have awakened to this fact," he said. "Then again, Americans and Australians foster friendly relations with the Chinese with whom they come in contact, while unfortunately representatives of the majority of European business houses seldom, if ever, come into contact with the Chinese, with whom they do business. My advice to a firm that is sending a representative to China is to choose a man who will cultivate Chinese friendship instead of that of his business competitors—in the hotel bar of the Hongkong Club or Shanghai Club."

Mr. Lee mentioned that the Chinese population—"one-fourth of the whole human race"—has acquired a growing want for foreign goods. In 11 years Chinese imports have doubled. Cotton goods alone have reached £40,000,000. Even motor-cars are wanted, and the value of the imports of these has reached £3,500,000.

THE TROUBLE IN KENYA.

We hope the British Government, and particularly the Colonial Office, realise the very serious trouble which is brewing in Kenya Colony. It began, like many other troubles, with the late Government. Mr. Gandhi and his politically-minded friends started an agitation among the Indians of this East African Colony for political rights. Now these Indians, of whom there are some thirty or forty thousand, outnumber the white settlers by three or four to one, although they are, themselves outnumbered by the million or so indigenous natives. They are if we may say so without offence, generally speaking, a low caste community, largely composed of coolies and small traders, without much either of physical courage or aptitude for self-governing institutions. They owe their existence entirely to the protection of the white colony, without whom they would be massacred in a night by the Africans, who loathe and despise them. The Indian agitators have ceased for the time to trouble the Union of South Africa, because they know very well there is no chance to be got out of a self-governing Dominion. But they concentrated on forcing the Colonial Office to grant them a position of political equality with the white settlers of Kenya, and we have no doubt that Mr. Montagu, who had the most grotesque conception of how to govern Eastern races, pressed their demands as a sop to the Indian Congress. However that may be, a measure of important concessions was made to the Indians in the constitution which has been prepared for the Colony. The Indians not only claim equal political rights, but they demand other privileges, as, for example, access to the Civil and Military, and rights of holding land in the highlands of Kenya, which are now regarded as the white man's preserve. We believe that the Colonial Office has gone so far in obedience to the demands of the Indians that there has been a sharp conflict between it and the local authorities, who understand better the nature of the problem and the dangers of the policy. We have excellent information that the white settlers are not only in a white heat of indignation, but are actively preparing for armed resistance, and boast, not without reason, that they can depend on the sympathy and even the help of white South Africa. We suggest to the authorities that it would be most impolitic to precipitate a conflict on this subject. Their policy is not supported either by reason or expediency. And, moreover, it will place the Imperial Government in the sharpest antagonism to the British settlers of East Africa, the only class on whose loyalty and co-operation they can at present rely. We have trouble enough on our hands without a Boston tea-party in Kenya. (Morning Post (London).)

BUILDING SUBSIDY.
Captain King informed Mr. Johnston in the House of Commons last month, that the amounts paid by way of housing subsidies to England and Wales have been as follows:—

Private housing subsidy schemes.	Total.
1919-20	£2,663
1920-21	23,063
1921-22	197,738
1922-23 (estimated)	2,460,000
1923-24	7,500,000
	8,750,000

Total, £9,010,438 21,311,610 30,828,048

In regard to Scotland the totals are: Private builders' subsidy, £566,700; towards deficits on housing schemes, £1,905,660; total £2,472,360.

Satisfactory progress continues to be made by the King George Fund for Sailors. At the meeting at the Mansion House the Lord Mayor read a message from the King, in which His Majesty expressed "his unabated interest in all that concerns the working and welfare of the Fund."

According to figures published in Paris, the cost of the French occupation of the Ruhr amounts to 115,000,000 francs for January and February. This sum is divided as follows: 3,000,000 for the financial, Customs, and industrial concessions; 60,000,000 for the troops in the Ruhr; and 50,000,000 for the organisation of the railways.

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TO-MORROW'S ROYAL
WEDDING.LADY ELIZABETH'S TROUSSEAU.
SOME OF THE "SECRETS."

The making of Lady Elizabeth Bowes-Lyon's wedding dress, and the frocks for her bridesmaids, was entrusted to Madame Handley-Seymour, of Bond-street, the well-known Court dressmaker, who was responsible for the going-away gown and other items of Princess Mary's wedding outfit. No exact details of what Lady Elizabeth will wear on the great day are yet available, says a London message of March 22nd, the design chosen is being kept a "dressmaker's secret," in case the prospective Royal bride should change her mind or want to make any alterations. So, too, with the bridesmaids' frocks.

"PICTURE TYPE."

It is probable, however, that the wedding gown of the future Duchess of York will be of the picture type, and it is almost certain to be all white. Introduced in the bridal gown will be a very beautiful piece of Nottingham lace, an exact copy of which is on show at the Nottingham lace exhibition, which is being held at the Duchess of Portland's house to-day and to-morrow, from eleven till six. It is not yet settled whether Lady Elizabeth will wear a plain tulle veil, as did Princess Mary, or an exquisite veil of old Brussels lace belonging to her mother, the Countess of Strathmore.

WEDDING TROUSSEAU.

Individuality and picturesque effects, with extreme simplicity, characterise the clothes which Lady Elizabeth is buying for her wedding trousseau, a very considerable amount of which is being made at home by special workers. The actual outfit is much smaller than the trousseau selected by many a Society bride, as Lady Elizabeth believes in having clothes "few and often" rather than to have wardrobes overfilled with garments which would soon become out of date. Some orders for homespun tweeds and hand-knit woollen jumpers have been sent to the Forfar crofters round about the bride's famous home at Glamis.

COLOURS.

Lady Elizabeth's favourite colour is atmosphere blue for day wear and periwinkle blue for evening wear, and these two shades are prominent in her wedding outfit. Brown, grey, and beige also figure among day clothes; while there are several ivory evening frocks. There are picturesque cloaks to wear over afternoon frocks, while most of the bride's costumes have jaunty little faucon coats with high collars, and are accompanied by small close-fitting hats. Many of the hats are feather trimmed, especially at the side.

STYLES OF COSTUMES.

One costume in grey is being made with a simple hip-length coat, and has a grey velvet waistcoat, while the close-fitting grey and mauve hat is flower trimmed. Several costumes are of atmosphere blue cloth, including a three suit of straight down frock and plain lapelled jacket, both braided in the same colour as the material. Another walking suit is of rich, deep brown wool marocain with high Medici type of collar and wide sleeves, all worked with wool stitchery and accompanied by a small hat of fine brown straw trimmed with uncurled ostrich feathers.

FROCKS.

Evening frocks include one of ivory georgette, another of fine lace skillfully draped, and a picture frock of silver tissue with pinnies of blue net on the skirt and girdled with wee pink rosebuds. For wearing with the latter has been designed a blue velvet cloak collared with white fox. A charming afternoon frock from the White House in Bond-street is of periwinkle blue silk crepe, and it has a fascinating petal skirt. Among the rest gowns is one of petal pink crepe de chine with wide wing sleeves, while another is of soft blue lined with ivory crepe. Boudoir coats, the new form of dressing jackets, figure in the trousseau, and include a champagne crepe de chine one edged with swansdown and one of palest blue satin trimmed with pink marabout.

LADY ELIZABETH'S BRIDESMAIDS.

The following is the official list of the eight bridesmaids who will be in attendance on Lady Elizabeth Bowes-Lyon on her marriage with the Duke of York in Westminster Abbey on April 26th.

Lady Mary Cambridge, daughter of the Marquess and Marchioness of Cambridge.

Lady May Cambridge, daughter of Princess Alice Countess of Athlone.

Lady Katherine Hamilton, daughter of the Duke and Duchess of Abercorn.

Lady Mary Thynne, youngest daughter of the Marquess and Marchioness of Bath.

The Hon. Diamond Hardinge, daughter of Viscount Hardinge of Penshurst.

The Hon. Cecilia Bowes-Lyon, niece of the bride and daughter of Lord Glamis.

The Hon. Elizabeth Elphinstone, niece of the bride and daughter of Lord Elphinstone.

EGYPTIAN RELICS

IMPORTANT GIFT TO THE
BRITISH MUSEUM.

The National Art-Collections Fund has recently presented to the British Museum an important group of Egyptian objects, which have been placed on view in the fourth Egyptian room. The group dates from the sixth dynasty—twelve dynasties before that of King Tutankhamen.

The chief figure is a portrait statuette of hardwood, representing a youth with more detailed modelling than appears to any other such figure, the muscles being very carefully rendered. An alabaster head rest gives the name and title of the person represented, and is claimed to be the finest example known. With these are three groups of figures of servants, of which few, if any, exactly dated specimens have hitherto been discovered. The skull of the man has also been preserved. Two other statues found with the group were large, but of less refined work, and are now in the Cairo and Ny-Carlsberg Museums.

The group was found by Professor Flinders Petrie for the British School of Archaeology, Egypt, in an undisturbed tomb which is dated to the sixth dynasty by the King's name in that of the owner, Meri-rashe-shetef. It was discovered in the cemetery of the ancient capital city, Hierakopolis, near the Fayum. The numerous such connected groups in British collections adds to the value of the gift.



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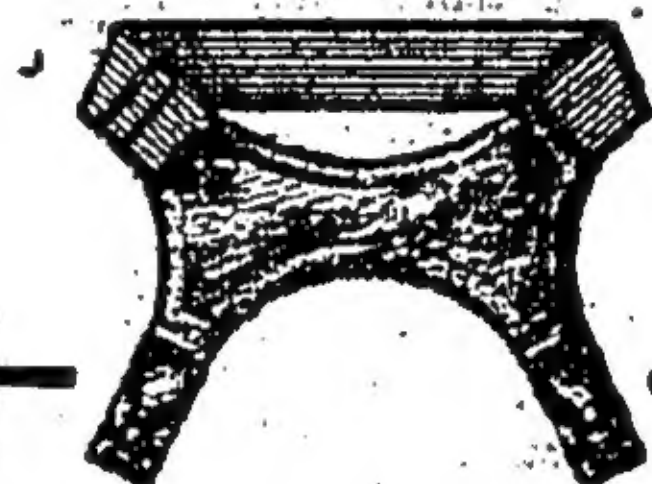
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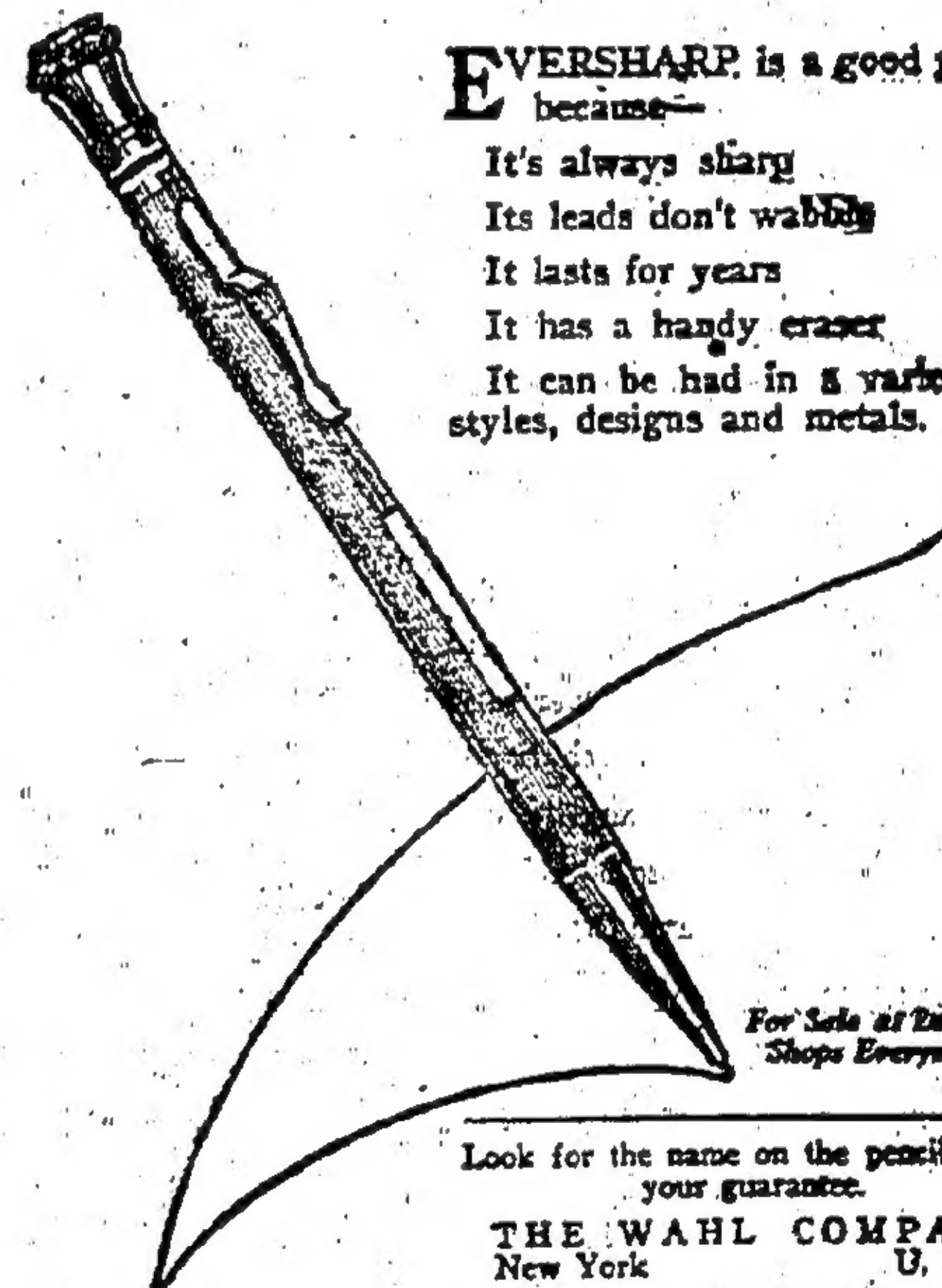


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CIVIL SERVANTS.

MUST AVOID THE DANGER OF BECOMING A CASTE.

Lord Haldane presided at a meeting of the Institute of Public Administration, of which he is president, at the Central Hall, Westminster, on March 20th, when an address was given by Lord Milner.

Lord Haldane said that the march of events, and particularly the march of democracy, had made the Institute a necessity. All government was founded on principles; otherwise it got into confusion, and when they came to deal with the executive side of government that was more than ever true. Three things had to be observed—definition of function, distribution of responsibility, and devolution of management. Devolution was the new feature of to-day, and it was a feature little understood. It was really the outcome of democracy, meaning by democracy the increased assertion of public opinion. The Civil Service had to take account of great changes. It had set itself to think out the first principles and to work out an administrative system which would fit in with those principles.

Lord Milner said that in his young days it was not thought that a man required any special training or education for the position of a public administrator. If he had a good—a moderately good—general education, it was enough. (Laughter.) They could not, however, feel too grateful to the old school of Civil servants. They were the creators of the tradition of rectitude and incorruptibility which had made the British Civil Service an example to the world. And the old Civil servant was, in addition, a man of the best type, acquiring a real knowledge of the details of his department, and skill in handling it. On the other hand, he was apt to be narrow and unimaginative. There was occasionally war between departments, a feature not exactly unknown to day. (Laughter.) The Civil servant of the old school lacked initiative. He felt it his duty to express it in himself, and to suppress it in others. If the old system became inadequate it was because the work increased so enormously, not only in amount but in complexity. It could no longer be conducted in water-tight compartments. He was inclined to say that one of our great needs to-day was the over-hauling of the mere machinery of government.

WHITEHALL AND LOCAL BODIES.

Dealing with the science of organization, Lord Milner said they must have comparison of methods and exchange of experiences, something of economics, and, low be it spoken, something of politics.

A trenchant and delicate ground was where Civil servants came into touch with politics. It was easy to say that Civil servants should have nothing to do with politics. As a matter of fact, they could not help having a great deal to do with them, but that Civil servants should have nothing to do with party politics was clear. But, using the word as philosophers used it, the Civil servant had everything to do with politics. It was right to say that the Civil servant got his order from higher authority, and his business was simply to execute them. In actual practice, however, the distinction was not so easy to maintain. A great deal depended on how theories were given and how it was interpreted. Were the orders always clear? (Laughter.) Look at any Act of Parliament, which too often was a mass of unintelligible jargon. Take, again, the relations between a Minister and the permanent chiefs of his office. A Minister went into office generally knowing nothing about the business. It was one of the chief duties of the Civil servant of the upper rank to give shape and substance to the vague aspirations and the misty ideas of the politician. As long as the duty was performed with the honest desire not to defeat the Minister's policy, but to produce something workable, the Civil servant exercised in a legitimate way an important influence on the course of politics. That influence was calculated to be in the best sense of the word—and he expressly excluded party—a conservative one. He looked to that as likely to be one of the great standing influences in the storms of the immediate future.

"SHALLOW-PATED" CRITICS.

Speaking of relations with the public, Lord Milner said that was a subject deserving of careful study. Civil servants must be careful to avoid the danger of becoming a caste. It would be most unfortunate if public administrators should be regarded not as helpful and sympathetic fellow-citizens, but as superior persons, claiming to put everybody else in his place and to show from above, to everybody, the road which should be travelled. It did not mean that Civil servants should court popularity. No Civil Service was over popular. If all Civil servants were angels they would still remain the target of the shallow-pated, and cheap gibes about "bureaucracy" would fill the columns of the Press. They could not escape such criticism, but they could avoid deserving it. He thought that the reason why the Civil servant appeared rigid, set, and inelastic was because he was too often stuck in the same office from twenty to sixty. It was a question for serious inquiry as to whether there could not be a greater degree of interchange between departments. But if there could not be change of billets, that was all the more reason why there should be interchange of ideas; and that was what the Institute was founded to achieve.

ANZAC DAY.

A VICTORIAN SUGGESTION.

The Victorian United Retailers' Council recently unanimously passed a resolution favouring a permanent recognition of the historic landing at Anzac, and expressing the opinion that a fitting and proper observance would be best established by proclaiming the Sunday nearest to April 25th as Anzac Day.

In support of this suggestion, it was urged that the landing took place on a Sunday; that a week-day holiday would inevitably resolve itself into a day of sport, which would be discordant with and repugnant to the commemoration of the event; and that it was undesirable to increase the number of statutory holidays. Copies of the resolution were forwarded to the chambers of commerce in Melbourne, Sydney, Brisbane, South Australia, and Hobart, and they, together, it is stated, with many other public bodies, fully approved of the proposal. It is the intention of the Retailers' Council to approach the Federal authorities on the matter.

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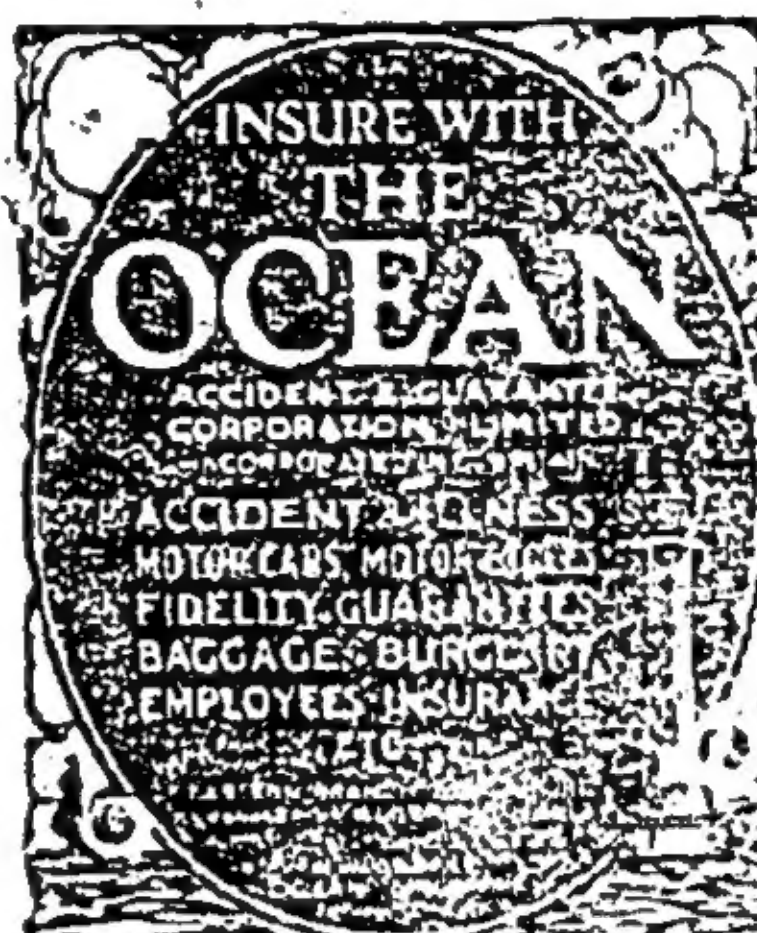
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HAIPHONG via HOHANG	"WINGSANG" Friday	27th Apr. 9 a.m.
SHANGHAI via SWATOW	"HOBSANG" Friday	27th Apr. Noon.
MANILA	"LOONGSANG" Friday	27th Apr. 3 p.m.
KUBE	"HOSANG" Saturday	28th Apr. Noon.
STRAITS & CALCUTTA	"KUTSANG" Saturday	28th Apr. 3 p.m.
SHANGHAI via SWATOW	"LOKSANG" Sunday	29th Apr. Noon.
BANGKOK via SWATOW	"CHAKSANG" Tuesday	1st May, Noon.
SHANGHAI via SWATOW	"ESANG" Thursday	3rd May, Noon.
SANDAKAN	"MAUSANG" Wednesday	2nd May, 3 p.m.
STRAITS & CALCUTTA	"NAMSANG" Friday	11th May, 3 p.m.
KOBE via MOJI	"FOORSANG" Saturday	20th May, Noon.

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OUTWARDS.

Vessel	Dep. Hongkong
"GLENAPP" ...	5th May.
"GLENABERRY" ...	21st May.
"GLENTARA" ...	4th June.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
T.S.S. "GLENADE" ...	27th April	London, Hull, Rotterdam and Hamburg.
T.S.S. "GLENOGLE" ...	19th May	London and Rotterdam.
T.S.S. "GLENABERFF" ...	25th May	Genoa, London, Rotterdam and Hamburg.

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co. Ltd.,
The Glen Line, Ltd., AGENTS.

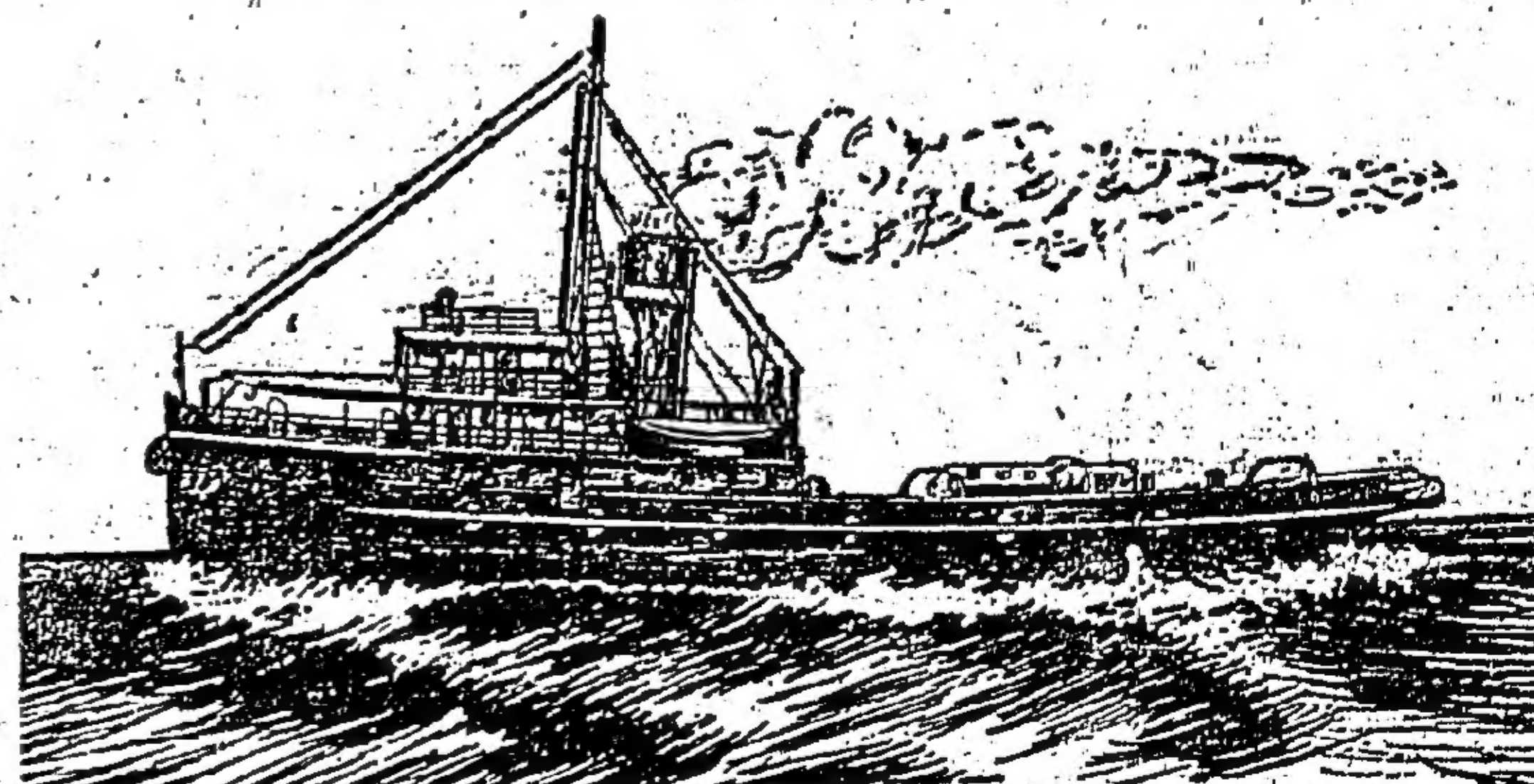
Telephone: Central No. 215 sub-ex. 22 and Central 3495

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Steel Twin Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.T., Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

April 23rd
Wagami Maru, Japanese str., 1,334 tons, Capt. K. So, from Hongkong, with coal, Sato & Co.

Tientsin, British str., 1,227 tons, Capt. H. P. Carver, from Swatow.—B. & S.

April 24th.

Amboise, French str., 4,916 tons, Capt. Schwab, from Marseilles and Saigon, with a general cargo.—M.M.

Amherst, Chinese str., 241 tons, Capt. Kwok Shan, from Hoihow, with a general cargo.—On Fat S.S. Co.

Chihay Maru, Japanese str., from Canton.

Drafar, Norwegian str., 1,102 tons, Capt. Nils Hjorth, from Bangkok, with a general cargo.—Thorsen & Co.

Glenamoy, British str., 4,680 tons, Capt. J. Angier, from London and Hongkong, with a general cargo.—J.M. & Co.

Gurneth, British str., 1,206 tons, Capt. B. W. S. Pittard, from Bangkok, with rice.—Miller & Co.

Kaiping, French str., 177 tons, Capt. A. Marchand, from Haiphong, with a general cargo.—Sing Kee.

Kwang Lee, Chinese str., 1,408 tons, Capt. C. Stewart, from Hongkong, with a general cargo.—China Merchants S.N. Co.

Ming Shan, Chinese str., 866 tons, Capt. A. Wassili, from Shanghai.—San Peh S.N. Co.

Mishima Maru, Japanese str., 4,916 tons, from Shanghai, with a general cargo.—N.Y.K.

Produce, Norwegian str., 743 tons, Capt. E. Winnes, from Bangkok, with a general cargo.—K. Larsen & Co.

Prommet, Norwegian str., from Canton.

Song Giang, French str., from Canton.

Sushi Maru, Japanese str., from Canton.

Sunning, British str., 1,750 tons, Capt. H. A. Wain, from Shanghai, with a general cargo.—B. & S.

Taiko, British str., 133 tons, Capt. G. H. Madden, from Swatow.—B. & S.

Tas Overstrand, Dutch str., 2,836 tons, Capt. J. J. Claassen, from Amoy, with a general cargo.—J.C.F.L.

CLEARANCES.

April 23rd.
Chung Hing, for Canton.
Haruna Maru, for Shanghai.
Hin Sang, for Sandakan.
Lingchow, for Shanghai.
Stanley, for Haiphong.
Sun On, for K. C. Wau.
Wing Sang, for Hongkong.

April 24th.
Amboise, for Shanghai.
Chihay Maru, for Haiphong.
Chun Sang, for Hoihow.
Glenamoy, for Shanghai.
Haidling, for Swatow.
Kwang Lee, for Haiphong.
Nagasaki Maru, for Swatow.
Sunning, for Canton.
Tanjong, for Manila.
Tyndarus, for Nagasaki.
Victoria, for Sandakan.
Yueyingda, for Swatow.

ECHO OF THE WRECK OF "THE HONGMOH."

PRESENTATION AT SWATOW TO CAPT. TURNBULL, OF "THE SHANSHI."

An interesting ceremony took place at Swatow on April 21st, when Capt. R. Turnbull, of the China Navigation Co., was presented by Mr. H. King, H.B.M.'s Consul, on behalf of the B.O.T., with a handsomely engraved silver cup in commemoration of his services in rescuing a number of the passengers and crew of the s.s. *Hongmoh* of Singapore, which was wrecked on the Boat Rocks, off the Lamock Islands in March, 1921.

Mr. King, in the presence of representatives of the foreign community and several of Capt. Turnbull's fellow shipmasters, spoke of Capt. Turnbull's action and of the appreciation it had caused at home when the facts were brought to the notice of the B.O.T. He also commended the skill of Capt. Turnbull in doing so much in the heavy weather prevailing at the time of the wreck with the means at his disposal.

The cup was then presented, and Capt. Turnbull, in reply, said:—I thank you very much for making me this presentation, and I trust that through you Mr. King my grateful thanks will reach the proper quarter at home. And I would like my many friends in Swatow to know how very much I appreciate their efforts in bringing the name of the s.s. *Shanhsi* before the proper authorities in England. As Master of the *Shanhsi* I naturally feel very proud of this tangible form of recognition, which, with Lloyd's medal, will always call to mind the aid and fate of the *Hongmoh*. Of course that is already a thing of the past, remembered only perhaps by those intimately connected with it, but there is no doubt that the outstanding feature was the gallant work done by H.M.S. *Carlisle*. At the same time the cup shows that the small efforts of the Merchant Service have not been overlooked, and that is extremely gratifying to us. I might add that, without the loyal co-operation of the officers, both deck and engine-room, our efforts would have been in vain. Before closing I just wish to repeat my thanks to you all, and to say once more how much I appreciate all that has been done to secure for me this handsome token.

These having any knowledge of the sea will readily appreciate the difficulties under which Capt. Turnbull and his officers laboured. Taking into consideration the heavy sea running at the time and the dangerous locality, that they were able to rescue so many proves the truth of the saying: "A real sailor is never jumbled."

At the conclusion of the presentation, at the instance of Mr. King, hearty cheers were given for the gallant Captain.

PASSENGERS.

ARRIVALS.

Per s.s. *Amboise*, For Hongkong:—Mr. Borella, Mr. and Mrs. Leobon, Mr. and Mrs. Anderson, Mrs. Steadland, Mr. F. W. Gibbins, Mr. Erich de Villiers, Mr. and Mrs. Dias Costa, Mrs. B. Luchon, Mr. Lornat McLean, Mr. J. Gordon Hare, Mr. Dargelos, Mr. and Mrs. Gonzalez, Mr. Khun van Sach, and Miss Paramis.

DEPARTURES.

Per P. & O. s.s. *Nyanza*, on April 25th:—Mr. and Mrs. Reinhardt and Miss Reinhardt, Mr. and Mrs. J. B. Findlay, Col. and Mrs. A. H. K. Watson, Mr. E. Powell, Mrs. Smith, Mr. W. Baraganaib, Mr. J. Carroll, Mrs. Willie, Mrs. L. A. Thomas, Lieut. A. W. Gush, Mr. W. Cogan, Mr. Stilson, Mr. Galusen, Mr. Aiers, Mr. W. H. Willey, Mr. Davis, Mr. and Mrs. West, Mr. and Mrs. C. V. Foulds, Mr. F. Fulka, Mr. Sergeant, Mr. C. B. Clark, Mr. H. G. K. Wheeler, Mr. J. H. Pearce, and Mr. J. Scott.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Yamagata Maru* (Calcutta line) left Kobe for Hongkong via Moji on April 23rd, and is expected here on May 2nd.

The N.Y.K. s.s. *Osaka Maru* (Calcutta line) left Calcutta for Hongkong via Rangoon on April 22nd, and is expected here on May 6th.

VESSELS EXPECTED.

Adriatic (Blue Funnel), due May 5th.

Denart (Ben line), due April 25th.

Condore (M.M.), due May 8th.

Empress of Asia, due May 10th.

Glauco (Blue Funnel), due April 26th.

Kamakura Maru (N.Y.K.), due May 4th.

Katori Maru (N.Y.K.), due May 8th.

Myrion (Blue Funnel), due May 14th.

Phenias (Blue Funnel), due May 17th.

Sado Maru (N.Y.K.), due April 27th.

Tajima Maru (N.Y.K.), due May 10th.

Togohashi Maru (N.Y.K.), due May 8th.



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Destination	From	Destination
Empress Australia	May 4	Montcalm	June 1
Empress Asia	May 17	Empress Scotland	June 9
Empress Canada	June 2	Empress France	June 23
Empress Russia	June 14	Empress Scotland	July 7
Empress Australia	June 29	Montcalm	July 27
Empress Asia	July 12	Empress Scotland	Aug. 4

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

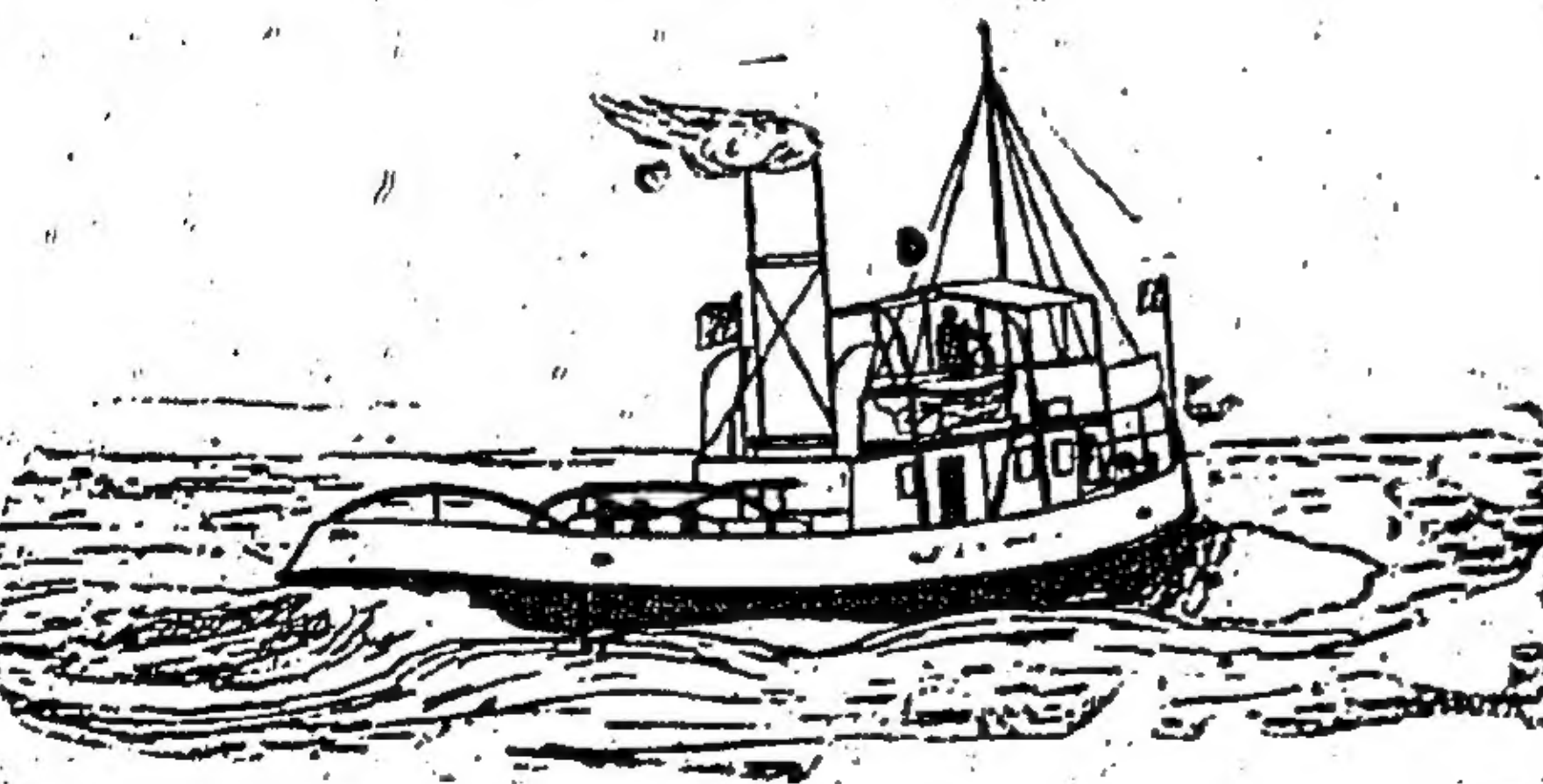
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Ran by the owner, has the best situation, and is First Class. One minute's walk from HARROD'S, HYPER and Sainsbury's, 100 Bedrooms with Hot and Cold water, ample Bathrooms, splendid Restaurant and Lounge. Linen stored for any period, also room for storing and packing. "En Pension" terms from 25/-; Double rooms without food from 22/-; Single from 11/4; Baths included. Excellent Cuisine. Knightsbridge Station is in the building from which any part of London is reached in a few minutes.

Telegrams: "SPOTLESS," LONDON.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Taketoyo Maru	Jap.	Nippon Yusen Kaisha	On Middle April
NEW YORK & BOSTON	Eastern Prince	Brit.	Prince Line	On 18th May
BOSTON & NEW YORK via SUEZ	Karanga	Brit.	The Bank Line, Limited	On 25th April
SAN FRANCISCO	Elkridge	Am.	Strathairn & Barry	On 23rd April
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	About 17th May
VICTORIA, SEATTLE & VANCOUVER via SHAL. J. PORTS.	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 1st May
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Manila Maru	Jap.	Osaka Shosen Kaisha	On 25th April
VICTORIA, SEATTLE & VANCOUVER	Protestant	Brit.	Batterfield & Swire	On 15th May
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Australia	Brit.	Canadian Pacific O. S. Ltd.	On 4th May
MARSEILLES, LONDON & ANTWERP	Karanga	Brit.	Managers Maritimes	On 15th May
MARSEILLES, &c.	Andre Lobon	Brit.	Managers Maritimes	On 20th May
MARSEILLES, &c.	Amboise	Brit.	Managers Maritimes	On 30th April
MARSEILLES, LONDON, & ROTTERDAM	Paul Locat	Brit.	Nippon Yusen Kaisha	On 25th April
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Mishima Maru	Jap.	The Bank Line, Ltd.	On 28th April
MARSEILLES, LONDON, & ROTTERDAM	City of Poona	Brit.	Batterfield & Swire	On 1st May
MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Tecor	Brit.	Batterfield & Swire	On 15th May
LONDON, ROTTERDAM & DUNKERQUE	Manor	Brit.	Batterfield & Swire	On 15th May
LONDON, ROTTERDAM & HAMBURG	Amazon Maru	Jap.	Osaka Shosen Kaisha	On 2nd April
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Glenade	Brit.	Jardine, Matheson & Co., Ltd.	On 29th April
ANTWERP, ROTTERDAM & HAMBURG	Havensstein	Brit.	Java-China-Japan-Lijn	About 3rd May
PORT SAID, VALENCIA, BORDEAUX, HAVRE, ANT. DUM.	C. M. Melhol	Brit.	Managers Maritimes	About
HAVRE, ANTWERP & DUNKERQUE	St. Louis-Belle	Brit.	Managers Maritimes	On middle of May
BOMBAY via SINGAPORE, COLOMBO	Soda Maru	Jap.	Nippon Yusen Kaisha	On 28th April
BRATIS & CALCUTTA	Katsang	Brit.	Jardine, Matheson & Co., Ltd.	On 28th April, 3 p.m.
SINGAPORE, PANING, COLOMBO & BOMBAY	Siella	Brit.	P. & O. S. & A. L.	On 4th May
SINGAPORE & BELAWAN-DELI	Vaa Overstraten	Brit.	Java-China-Japan-Lijn	On 28th April
BRINDISI, VENICE & TRIESTE	Venezia	Brit.	Dodwell & Co., Ltd.	On 5th May, 10 a.m.
KEELUNG & BANGKOK	Luna	Brit.	Jardine, Matheson & Co., Ltd.	About
HOIHOW & BANGKOK	Homi Maru	Jap.	Yamashita Kisen Kaisha	About
HAIPHONG via SWATOW & AMOY	Mansang	Brit.	Yamashita Kisen Kaisha	About
SANDAKAN	Aki Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 8th May, 2 p.m.
AUSTRALIAN PORTS via MANILA	St. Alban	Brit.	Nippon Yusen Kaisha	On 18th May
AUSTRALIAN PORTS	Taiyuan	Brit.	P. & O. S. & A. L.	On 28th April, 4 p.m.
SHANGHAI via SWATOW	Hopang	Brit.	Batterfield & Swire	On 27th April, Noon
SHANGHAI, KOBÉ & YOKOHAMA	Haruna Maru	Jap.	Jardine, Matheson & Co., Ltd.	On 8th May
SHANGHAI & JAPAN	Sardinia	Brit.	Nippon Yusen Kaisha	On 25th April, 10 a.m.
SHANGHAI & TINGTAO	Chickiang	Brit.	Batterfield & Swire	About 2nd May
SHANGHAI	Nipp	Brit.	Dodwell & Co., Ltd.	About 28th April
DALNY	Tsiondani	Brit.	Java-China-Japan-Lijn	On 6th May
JAPAN PORTS	Shunko Maru	Jap.	Osaka Shosen Kaisha	On 28th April, Noon
TIEN-SIN	Chongshing	Brit.	Jardine, Matheson & Co., Ltd.	About 30th April
BANKA, BINTANG & BATAVIA	Tijlaroem	Brit.	Java-China-Japan-Lijn	On 7th May
CALCUTTA, SINGAPORE & RANGOON	Indo Maru	Jap.	Osaka Shosen Kaisha	On 26th April, 4 p.m.
BANGKOK	Fooshing	Brit.	Jardine, Matheson & Co., Ltd.	On 1st May, Noon
SWATOW & BANGKOK	Kalgan	Brit.	Batterfield & Swire	On 27th April, 1 p.m.
SWATOW AMOY & FOCHOOW	Haikong	Brit.	Douglas Lapsrak & Co.	On 1st May, 12 Noon
SWATOW, AMOY & FOCHOOW	Haikong	Brit.	Douglas Lapsrak & Co.	On 27th April, 3 p.m.
MANILA	Longgang	Brit.	Jardine, Matheson & Co., Ltd.	On 30th April
MANILA & SINGAPORE	West Farlon	Am.	Strathairn & Barry	On 30th April

S.S. "KAYING" RETURNS

The s.s. *Kaying* (China Navigation Company's steamer), which grounded last week during a gale on the Wyoming Bank Swatow Harbour, returned to Port yesterday escorted by the Taikoo Dock tug *Taikoo*. The steamer, which is said to be slightly damaged, has gone into Taikoo Dock for examination and repairs.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

The Steamship "DACHIE CASTLE."

FROM NEW YORK

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 20th inst. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 6th inst. or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 19th April, 1923. [742]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SICILIA."

ARRIVED HONGKONG ON 21ST APRIL, 1923.

FROM BOMBAY, COLOMBO, STRAITS, AND HAIPHONG.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed. This vessel brings on Cargo from Persian Gulf at B.T.S.N. and B. & F.S.N. Co.'s Steamers. Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 21st April, 1923. [750]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "NYANZA."

Arrived Hongkong on 23rd April, 1923.

FROM ANTWERP, LONDON, ADEN, PORTSAID, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown. MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 23rd April, 1923. [752]

AMERICAN & MANCHURIAN LINE

FROM NEW YORK

THE Steamship "CITY OF BIRMINGHAM" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 30th April, 1923, will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before 7th May, 1923, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the free storage period of one week. No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 23rd April, 1923. [751]

N. Y. K.

SAILING CURRENT TO AUSTRALIA

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overseas common Ports in U.S.A. and Canada.

Through passage rates to Europe via America G\$435, G\$450, G\$500.

KAGA MARU Saturday, 1st May.

IYO MARU Saturday, 19th May.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

MISHIMA MARU Wednesday, 25th April.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

TOYOHASHI MARU due 1st half May.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU Wednesday, 18th May.

NEW YORK & BOSTON via PANAMA.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.

BOMBAY via Singapore and Colombo.

SADO MARU Friday, 27th April.

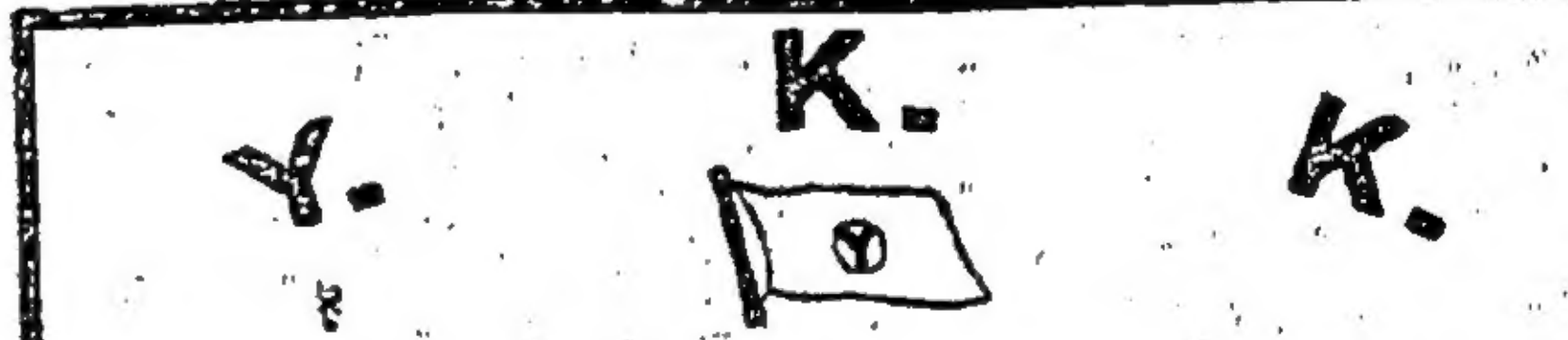
CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBÉ & YOKOHAMA.

SHANGHAI, KOBÉ & YOKOHAMA.

For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 292 & 293. K. H. KAMEI, Manager.



Yamashita Steamship & Mining Co., Ltd.

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REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

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POST OFFICE NOTICE.

Telegraphic Communication with Gap Rock Light-house is interrupted.

INWARD MAILS.

FROM	PER	DATE
Australia & Manila	Taiwan	25th inst.
Shanghai	Shanghai	25th inst.
Saidon	Shanghai	25th inst.
Manila	Shanghai	25th inst.
Shanghai	Shanghai	25th inst.
Calcutta & Straits	Shanghai	25th inst.
Europe via Suez (Letters only) London	Shanghai	25th inst.
U.S.A. JAPAN and SHANGHAI	Shanghai	25th inst.
Europe via Suez (Letters only) London	Shanghai	25th inst.
Shanghai	Shanghai	25th inst.

OUTWARD MAILS.

FOR	PER	DATE
Amoy	Shanghai	Wednesday, 25th, 8.30 A.M.
Swatow	Shanghai	8.30 A.M.
Batavia	Shanghai	10.00 A.M.
Batavia, Samarang and Sourabaya	Shanghai	10.30 A.M.
Swatow, Ceylon, Mauritius, L. Marques	Shanghai	10.30 A.M.
South Africa, India via D. H. D.	Shanghai	11.45 A.M.
EUROPE via Suez (Letters only) London	Shanghai	12.30 P.M.
Shanghai	Shanghai	2.30 P.M.
Shanghai	Shanghai	5.03 P.M.
Swatow, Amoy and Takao	Shanghai	Thursday, 26th, 8.00 A.M.
Wei Hai Wei	Shanghai	10.50 A.M.
Swatow	Shanghai	11.30 A.M.
Saidon	Shanghai	5.00 P.M.
Hohow and Haiphong	Shanghai	Friday, 27th, 8.00 A.M.
Swatow, Amoy and Fochow	Shanghai	Noon
Manila	Shanghai	2.00 P.M.
Shanghai, Japan, Canada, U.S.A.	Shanghai	5.00 P.M.
Central and South America, and	Shanghai	5.03 P.M.
EUROPE via VICTORIA, B.C.	Shanghai	5.00 P.M.
due Victoria, B.C., 17th May	Shanghai	
Ship Sails 25th Apr. 10 a.m.	Shanghai	
Shanghai	Shanghai	Saturday, 28th, 5.00 P.M.
Japan and Honolulu	Shanghai	Sunday, 29th, 9.00 A.M.
Swatow, Amoy and Keelung	Shanghai	9.00 A.M.
Philippine Islands	Shanghai	
Java via Batavia	Shanghai	Monday, 30th, 10.30 A.M.
Haiphong, Saigon, Ceylon, Mauritius, L. Marques, India via D. H. D., Aden, Egypt	Shanghai	
EUROPE via MARSEILLES	Shanghai	Registration 1.45 P.M.
due Marseilles, 3rd June	Shanghai	Letters 1.30 P.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"MENTOR"	7TH MAY	London, Rotterdam & Dunkirk.
"PERSEUS"	14TH MAY	London, Hull, Rotterdam & Hamburg.
"GLAUCUS"	21ST MAY	London, Rotterdam & Dunkirk.
"NELEUS"	28TH MAY	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"TEUCER"	1ST MAY	Marseilles, Havre, Liverpool & Glasgow.
"MERIONES"	20TH MAY	Genoa, Marseilles, Liverpool & Glasgow.
"ELFENOR"	1ST JUNE	Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

"PROTESILAUS"	15TH MAY	Victoria, Seattle & Vancouver.
"ACHILLES"	12TH JUNE	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

"ATREUS"	5TH MAY	via Suez.
"EURYLOCHUS"	15TH MAY	via Suez.

PASSENGER SERVICE

"MENTOR"	7TH MAY	for Singapore & London.
"TEIRSAS"	1ST JUNE	for Shanghai.
"TEIRSAS"	25TH JUNE	for Singapore & London.
"SARPEDON"	9TH JULY	for Shanghai.
"SARPEDON"	4TH AUG.	for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (Sole Agents & Agents, Ltd.)

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, Manager.

COMMERCIAL OPENING QUOTATIONS.

24th April, 1923.

On London.—	Telegraphic Transfer	3/4
Bank Bill, on demand	3/4 1/16	
Bank Bill, at 30 days sight	3/4	
Bank Bill, at 6 months sight	3/4 1/16	
Credit, at 6 months sight	3/4 15/16	
Documentary Bill, 6 months sight	3/5 1/16	
On Bank.—	Bank Bill, on demand	870
Credit, 6 months sight	870	
On New York.—	Bank Bill, on demand	54 1/2
Credit, at 60 days sight	58 1/2	
On Bombay.—	Telegraphic Transfer	173 1/2
Bank Bill, on demand	173 1/2	
On Calcutta.—	Telegraphic Transfer	173 1/2
Bank Bill, on demand	173 1/2	
On Shanghai.—	Bank Bill, at sight	nom.
Private, 30 days sight	108 1/2	
On YOKOHAMA.—On demand	111 1/2	
On MANILA.—On demand	108 1/2	
On SINGAPORE.—On demand	108 1/2	
On BATAVIA.—On demand	108 1/2	
On HAIPHONG.—On demand	nom.	
On RANGOON.—On demand	nom.	
On BANGKOK.—On demand	79 1/2	
SOVEREIGN, Bank's Buying and Gold LEAF, 100, 100, 100	8.50	
Gold LEAF, 100, 100, 100	47	
BAR SILVER, 100, 100, 100	37 1/2	